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The Hundred-Dollar Smile
Dr. John Pope

Management's Pope delivers HRM lecture

By Jim Banke
Avion Staff Reporter

Dr. John Pope, Chairman of the Aviation Management Department here at Embry-Riddle, recently spoke at the Corporate Aviation Management Institute. The Institute was organized and sponsored by Embry-Riddle out of Provost William's office at the International Campus. The

two day workshop was designed to focus on management of human and fiscal resources associated with the corporate flight department.

In an interview with the Avion, Dr. Pope talked about his involvement and impressions of the seminar, and he highlighted some of his vast and varied background.

Dr. Pope spoke on personnel policies pointing out that the term is more properly known today as "human

resources management," and that Embry-Riddle's new catalog would reflect this "buzz word." His seminar was intentionally placed last in the program, not out of any sense of humility, but with the charge of taking as much of the information already presented by others and putting it all together with his topic as the focus.

See Pope, page 14



An Award-Winning College Newspaper

March 6, 1985

Embry-Riddle Aeronautical University, Daytona Beach, Florida

Volume 49, Issue 7

Glider toss ends Engineer's Week

By Scott Trent
Avion Staff Reporter

As the aircraft crashed into the side of the University Center, the right wing severed from the fuselage and plunged to the ground. No, this is not the latest aircraft disaster, but rather the exciting final event of Engineer's Week. At 3:00 Saturday afternoon, the first glides were hustled into the air, over the Flight Deck, during the annual glider toss contest.

There were two categories, balsa wood and paper. There was also a Senior and Junior division for each category. Fifteen people participated in the balsa wood contest, while nine participated in the paper category.

The rules were simple. The wingspan had to be between ten and twenty inches long. The contestants were allowed two throws

and the gliders had to be launched in front of the person.

The balsa wood gliders were thrown from the second floor of the U.C., above the Flight Deck. To qualify, the gliders had to clear the Flight Deck area, which was easier said than done in the Junior division. Only two gliders qualified. Robert Whang's well surpassed the qualifying area, with a 116-foot toss, to take first place. Kai Weller clutched second with his 51-foot toss.

In the Senior division, two of the gliders went to the other end of the U.C. Andrew Hahn took first place with his glider reaching the far wall, still three feet in the air, and Roy Weingberg claimed second with his glider reaching the end two feet in the air. Bret Picka was given third place with his 93-foot toss.

See Glider, page 10



Liftoff...

Patricia Cagle launches her second-place toss in the Junior Division of AIAA's annual paper glider contest.

Budget cuts loom for aid recipients

By Patrick James
Avion Staff Reporter

President Reagan's proposed budget for the fiscal year of 1985 is a matter of grave concern, and should not be taken very lightly. College students in particular should review Mr. Reagan's proposed budget plans, and do so with a scrutinizing eye, if for no reason other than to protect one's self-interest.

Stated simply we stand to face severe cuts. Mr. Reagan proposed limiting federal aid to \$4000 per student annually and denying guaranteed loans to those whose family income exceeds \$2,500, regardless of family size.

Be that as it may, there seems to be an obstacle in the president's line of thinking which is preventing him from perceiving the entire picture. Furthermore,

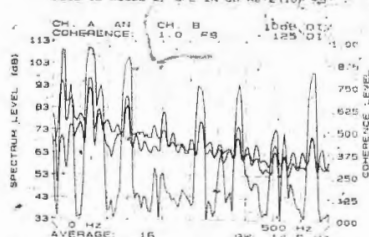
it is fallacious on the president's part to insinuate that what is true financially for a family of two is also true for a family of five. Education is not an expenditure, it is an investment.

Cuts would limit student choice and access to higher education. This juggling of dollars will create nothing more than a matter of conjecture. Hence, the greatest impact would be felt by the less fortunate financial families. Consequently, private institutions are likely to be affected the most. All students stand to leave, whether receiving financial aid or not.

It is a simple fact that financial aid is directly related to involvement. It is not far-fetched to believe that involvement would

See Budget, page 11

RUN-5, 210V RPM, SKYHAWK H477E
INTERIOR NOISE TESTS, BLACK IS MIC 8
BLUE IS ACCEL 2, SRL IN SRP R 2110F 35



Noise analysis

Computer-generated graphs are obtained from the Acoustic Lab's spectrum analyzer for interior-noise flight tests.

Engineers researching acoustics

By Andrew J. Schmidt
Engineering Feature Writer

The Acoustics Lab in office 14 of the Engineering Building, was formally established in September 1984. However, acoustical research, under the supervision of Professor Howard Patrick, has been being conducted by various engineering students since September 1983.

The main purpose of the Acoustics Laboratory, says Patrick, "is to expose students to Acoustics and research procedures, and to analyze and understand the mechanics of

noise." Patrick added that an understanding of noise and its sources will allow future engineers to control and reduce the effects of noise more effectively. With the advent of the turbo-prop engine, this understanding is gaining significant importance in the area of aircraft design.

The Acoustics Lab is currently equipped with many sophisticated electrical instruments. These instruments include an hp 3582A Spectrum Analyzer, an hp 7475A Plotter, a Tektronix T912 Oscilloscope, a Racal four channel F.M. Tape Recorder, a Sony 314 portable oscilloscope, a B and K Precision

Integrating Sound Level Meter, and a portable acoustic instrument package.

Prof. Patrick states, "This equipment gives us good analysis and signal processing capability." In addition, Patrick mentioned the familiarity gained

See Research, page 11

Aid sources guaranteed through Scholarship Bank

Deadlines are quickly approaching for summer and fall financial aid, according to the Scholarship Bank.

Students with financial needs, should begin now to investigate some of the more than 25,000 private aid sources, according to Steve Danz, Director. These funds are available to students with interests in a number of fields, and many do not depend

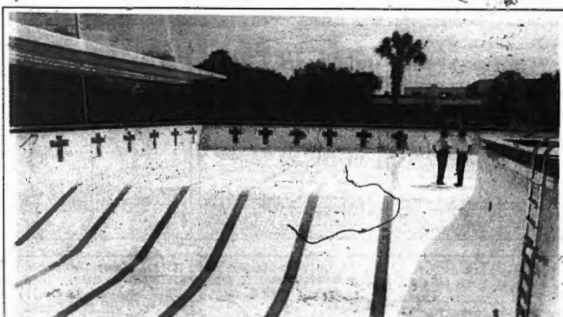
on demonstrated financial need, as do state and federal funds. For example, students with an interest in business, law, and accounting can receive a stipend from the Exceptional Student Fellowship Fund, and apply to the parent corporation for full time work following graduation.

The Scholarship Bank is the largest private scholarship bank in the country for undergraduate

and for graduate grants and loans. The computer can help you find sources designed just for you, based on your major, occupational goal, geographic desire, type of aid requested (scholarships, loans, summer work), and special skills and hobbies.

According to the director, the computer guarantees each student at least fifty sources of aid. It has been estimated that each package of aid represents approximately \$20,000 in potential money for college. Private aid comes from America's largest foundations, corporations, unions, and private donors and totals approximately 500 million dollars, or one fourth of all available aid. Thus, it is an extremely valuable addition to the private and state monies available.

As an example of the depth of the search the bank reports one student found 36 sources for the most unusual major of "deep sea diver." Students wishing to use the search should send a stamped, self-addressed envelope to The Scholarship Bank, 10100 Santa Monica ex. 2600, L.A. CA 90067.



Everyone out of the pool...

The Tine Davis pool is undergoing a facelift after six and a half years of use.

Pool overhaul underway

\$22,000 contract let to repair building, pool deck

By Mark Rowlands

The Tine W. Davis pool complex was closed last week to allow a major overhaul on the facility to begin. Evidence of work was seen by the emptying of 295,000 gallons over the weekend and workers in the pool on Monday.

This is the first time that major work has been done to the pool since it opened in September 1978.

Delays occurred in starting the contract bidding to acquire greater funding for additional work. After all bids were submitted in January, the Spiese Chemical Company was awarded the contract at a cost of \$22,000.

Physical Plant superintendent of technical services, Mike Nicholls, will oversee the project and says it will be completed in two to four weeks.

Work on the area will include the Tine W. Davis building, the deck, and the pool. The building will be sandblasted and sealed with silicon, while the deck will have any cracks or breaks repaired.

Its plaster finish will be removed from the cement shell and replaced. During this time cracks and leaks will be checked for and repaired. The tiles will be sandblasted, while any broken ones are replaced.

New brown quarry tile will be installed around the outside of the pool in place of the old. Also, the inner-pool lights will be serviced and the diving boards will be refinished to rectify continuing complaints of slipping. The final will be the refilling of the pool when it will be re-opened to students and faculty for many more years of good use.

This Week Features...

- Molly Hatchet concert "reviewed"
Editorial Board Opinion page 2
- Historic book also reviewed
"Flight in America: 1800-1983" page 6
- NASA set back
Mission 51-E cancelled page 6
- How safe are you at home?
Tips on preventing crime page 10
- Another perspective on religion
Muslim holy book explained page 14

Editorial

Let's think big

When was the last time you went to an SGA-sponsored entertainment event? Chances are if you live in the dorms you made an appearance at the Molly Hatchet concert last Saturday night. Chances are if you had intentions of spending Saturday night with someone other than a dues-paying E-RAU student you didn't make the scene. Your guest wasn't allowed.

Truth is, the entertainment on this campus is really nothing more than a diversion for the students who have nothing better to do. In no way is it a constructive attempt to increase the social amenities that are incredibly lacking here. If a concert is not a fantastically expensive outdoor event designed to attract anyone who finds out about it, it is a limited-access U.C. feature. Entertainment programming at Embry-Riddle is directed toward the loud minority.

Molly Hatchet's appearance was "for students only." This, of course, was justified by virtue of the fact that only students pay the SGA fee. But what about the 3700 students that paid the fee and couldn't go if they wanted to? Big concerts that are likely to attract our students as well as their off-campus friends ought to be held in auditoriums of appropriate size. There are plenty around. What about Peabody? Memorial Stadium? Daytona Beach Islanders stadium on City Island?

No one expects a free ride. Charge our guests. Charge us, for crying out loud. How much can a thoughtful, responsible student expect for \$15 a trimester? The fee hasn't changed in over four years, yet there are those among us who swear they are being ripped off daily by our relatively minuscule fee. Stetson students pay a \$150 per semester student activity fee.

It's about time we started thinking big around here. Is there any reason why we can only have one event at a time? Truth is, there is only so much an all-volunteer group can do. Maybe it's time we started paying some of the people we expect so much from. You can't hold someone accountable if they haven't anything to lose. Many students have to work in addition to serving a Student Government division. Then they have classes and homework to do.

We're really asking a lot of our associates to expect so much productivity. How many would tolerate those conditions in their own life? The time is coming when the student will have to decide if they want quality, thought-provoking programming they can enjoy with their friends in the community. If they do, they will have to pay for it. In the meantime, we'll have to settle for "extremely successful" events like the Red Dawn movie which was little more than an opportunity for those in the dorms to go wild under supervision.

Hard to swallow

To the Editor: I was surprised at Provost Doten's explanation concerning operating costs of the new training aircraft that E-RAU will be obtaining in the near future. He believes that flight fees "should" not go up even though the new aircraft will cost fifty percent more to operate, because shorter flight time required will help to keep costs down. That explanation is a little hard to swallow.

For instance, the new aircraft,

are more advanced and have more complex equipment than E-RAU's present training aircraft. It seems as though the more advanced and complex Crusader would require slightly more hours to train in than the Seminole.

Provost Doten explains that shorter hours of required flight time will help keep costs down. However, to keep flight fees at its present level while operating costs of the aircraft take a fifty-percent hike, a reduction in flight time of one-third will be required. How can students be

trained in a more complex aircraft in two-thirds of the time needed for a lesser complex aircraft? Strange.

I am not against the new aircraft. They are a much needed addition to E-RAU's fleet. What bothers me is Provost Doten's assertion that, under the circumstances, flight fees should not go up. They have to. If not the flight fees, then another raise in tuition, maybe?

It is hard to see how E-RAU, seemingly financially unstable (apparently by poor management of revenues), can operate aircraft

at higher costs without an increase of revenue from somewhere. Provost Doten, if you can explain, please do. Just level with us.

R. Shannon Andrews
Box 6883

Bravo for knowledge!

To the Editor: Bravo Mr. Winter! There are more of us who share the concern both of us and Mr. Osterholm have expressed about the lack of

background and because this school is predominantly male, the dance was held with Daytona Beach Community College, a predominantly female counterpart.

What happened? Embry-Riddle outnumbered DBCC ten-to-one (a very, very poor turnout for them) and although the band was very good, many students

ended up leaving.

As far as "poorly attended dances, concerts and movie showings..." I assume the Avion Editorial Board has forgotten about the packed Four-in-Logan concert, the 25-kilogram Oktoberfest with the Atlanta Rhythm Section, the crowded Halloween Dance, the recent standing-room-only showing of "Red Dawn," or the line for tickets to the Molly Hatchet concert. An Elliot Ness and Al Capone situation or entertainment prohibition? I think not.

One thing that the editorial was correct in was the lack of student interest in the division. I remind everyone that the division is composed entirely of students, and there are no admission requirements. Meetings are Mondays at 5:30 in the CPR.

I hope that in the future the Editorial Board can return to responsible and informed commentary, and be slower to jump on an uncrowded event. And one more thing—there is planned, for this Friday, March 8, a Friday afternoon show in the Pub.

Mark W. Creager
Entertainment Chairman

Naturally, a pilot will most likely never be asked questions of the kind that Mr. Osterholm mentioned, but the point is that by devoting some time to learning a little about everything, one will be better-equipped to learn about flying as well.

For the best of the students, maybe this school should implement some admission standards requiring more knowledge of

even the humanities. Plato's academy is said to have had a sign declaring: "You are not allowed to enter here unless you know geometry." How about having one here that says: "You are not allowed to enter here unless you know Plato."

Patricia Somero
Box 8092

Letters to the Editor

Utterly amazed

To the Editor: I was utterly amazed to glance into the February 27 edition of the Avion to find the recent Valentine's Dance ridiculed and the Entertainment Division accused of not providing the students with programming in

Klyde Morris

wes oleszewski



the avion

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The Avion Editorial Board members are: Brian F. Finnegan, Gordon F. Crago, Patrick W. McCarthy, Tim Van Milligan, Richard S. Calvert and Ken Guinness. The Avion is a member of the National Council of College Publication Advisers, Associated College Press, and Columbia Scholastic Press Association. The Avion also subscribes to the Campus News Digest and College Press Service.

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I was a man's mistress for 12 years and when his wife died four years ago, he said we would get married. We moved from the town where we were living and now, three years later, we still aren't married. If something should happen to him, where do I stand legally as far as inheritance, etc?

The state of the law in this area is uncertain. A number of states, such as California, have allowed actions by unmarried partners based upon an implied contract doctrine for a portion of the capital accumulations acquired during the relationship. I know of no cases in Florida where such

Legalities of liens, ladies, landlords

a claim has yet been made on an estate, but the possibility exists. Insofar as the law pertaining to distribution is concerned, there is no provision for an unmarried partner inheriting from the other. What is the law in Florida regarding landlord rights when tenants do damage? There seems to be a need for clarification of "normal wear and tear."

Normal wear and tear generally means the gradual deterioration of the building caused by the lapse of time, and the natural elements. The amount of wear and tear allowed depends on the use to which the building was intended to be put by the lease. The landlord of a residence can bring a civil action for damages against a tenant who does not keep the plumbing fixtures in repair and the premises clean, and who destroys, damages, or impairs the property. The amount of the damages would be a question for the court or jury in

the civil action.

I have secured and recorded a final judgment against a married man (not against his wife). I found a vacant lot and a house (not a homestead residence) with ownership in name of husband and wife. May I place a lien on either or both of these properties?

You may not establish a lien on property owned in the name of a husband and wife when the final judgment is only against one spouse. When a husband and wife simultaneously take title to property in both of their names, a tenancy by the entirety is created. When a tenancy by the entirety has been properly created, the spouses jointly own all of the property rather than each owning a one-half interest in the property. With both spouses own the whole, there is not a separate interest of the one spouse to which a judgment lien can attach.

If the tenancy by the entirety

terminates through the death of the wife or the dissolution of marriage, then the whole interest on the property passing to the husband, the death of his spouse, or the undivided one-half interest in the realty he would hold as a tenant in common with his former spouse as a result of a dissolution of marriage, immediately becomes the subject to judgment liens against the husband which are properly recorded.

When my husband died a few months back, I called his son in Ohio to tell him. His son flew down here, took everything out of the safety deposit box, all of his possessions, and flew back to Ohio. Shouldn't I get something in return for being a dutiful wife for 40 years? I am 68 years old.

Under Florida law the surviving spouse, if there is no will, is entitled to at least one-half of the decedent's probate estate. If the surviving legal descendants are

those of the deceased and the surviving spouse, then the surviving spouse receives the first \$20,000 in value plus one-half of the remaining probate estate.

In addition, there are provisions for the surviving spouse to receive up to \$5,000 worth of "exempt property" including household furnishings, appliances and automobiles, and up to \$1,000 of the decedent's personal effects. There is also a provision for up to \$6,000 for a family allowance. If the decedent left a will, the surviving spouse is in the position of accepting whatever provision has been made for her under the will, or she has the right to take 30 percent of the probate estate as her "elective share."

Property held jointly with the deceased with right of survivorship passes to the survivor in addition to the above amounts. There also are several complicated questions of law concern-

ing the contents of your husband's safe deposit box that were secured by your husband's son. However, as a general statement, if the contents of the safe deposit box belonged to your husband alone, then they are properly part of his probate estate and subject to the foregoing discussion.

If the assets in the safe deposit box were held by your son and your husband jointly with rights of survivorship, if they were your son's property but were simply held by your husband, or if there is a will and the property was specifically given to your son, then quite probably that property to him is affected by any of the foregoing discussion. If the box were held jointly by your husband and his son, thus further complicates matters.

(Due to the complexity of the law, questions answered in this column are of general nature and may not necessarily apply to a similar legal problem.)

Rescue committee still giving aid to disaster victims

By Jack Anderson and Joseph Spear

Washington—Last December we reported on a little-known relief agency called the International Rescue Committee, which is helping to feed starving Ethiopians.

It was founded in 1933 at the suggestion of Albert Einstein to help refugees fleeing Hitler's Germany. That crisis is long past, but the IRC is still going strong.

In the half-century since, the remarkable thing about the IRC is that it has avoided the fate of many other charitable groups. It has not become top-heavy with administrators; as we reported, the IRC spends only 5 cents of every dollar donated on paperwork and organization. The rest goes to the victims of natural or manmade disasters.

The response to our report was overwhelming: \$150,000 in donations for the Ethiopian refugees in the Sudan. The checks, many of them clipped to copies of the column, ranged from \$1 to \$10,000.

"In the days immediately following the publication of the

column," wrote Al Kastner, an official of the relief agency, "IRC was flooded with calls from people all over the country asking how they might help—businessmen, workers, professionals, students, homemakers, doctors, nurses, schools, church and community groups. Thousands of letters carried the same messages of caring and compassion—most of them with contributions."

Kastner has been with IRC for 18 years, and he told our associate Dale Van Atta, "We've never received this kind of dollar response before from an article."

The outpouring from our readers reinforces our long-held opinion that Americans are the most generous people on earth—especially when it comes to helping children. We were most gratified by the number of young people—their support "me generation"—who leaped at the chance to help starving families half a world away.

Take Claire Swann of Delmar, N.Y., for example. She insisted that her parents include in the invitations to her sixth birthday

party a request that guests "bring no gifts, but instead bring gift-equivalent donations for the relief of children and families of Ethiopia and the Sudan." Claire's birthday presents totaled \$154, which was sent to the IRC with our column attached.

The relief organization put our readers' gifts to good and immediate use. A few days after the flood of dollars began, Kastner wrote: "The contributions received so far from your readers will pay 20 IRC doctors, nurses, feeding specialists and relief workers in the Sudan for a six month period. One cannot even guess how many children on the edge of death will be made well."

The IRC workers are concentrated on the most vulnerable victims of starvation: the smallest children and nursing mothers. The dedicated staff regularly works until 1 a.m. or 2 a.m.

If you wish to add your contribution, IRC's address is 386 Park Ave. South, New York, NY 10016.

Watch On The Pentagon: Sailors at the Naval Air Station in

Alameda, Calif., will soon be able to watch the Playboy Channel, according to an official of United Cable of Alameda. The Playboy programming—as well as Home Box Office, Showtime, Cable News Network, Sports and Disney channels—will be available at the going rate for more than 1,200 housing units on the base. Visiting ships will be able to hook up.

The Army has finally taken action—sort of—to address its serious safety problems. It has decided to hire a private firm "to provide an independent evaluation of the Army Safety Program and make recommendations to improve weak area." A similar study was undertaken in January 1983, and yet another was begun later in the year.

Navy civilians employees at a California weapons station have been informed that their biweekly paychecks, which used to be mailed to their banks for deposit, will now take three days longer to reach the banks. They're being transmitted by computer.

The Air Force has decided to allow women to serve in two-member Minuteman missile

crews, starting next year. Following a study, the Air Force decided its original premise—that the quarters in the underground Minuteman silos were too confining for women—could not be

justified. But lack of privacy in the cramped quarters would make them uncomfortable for mixed couples, the Air Force insists. So the Minuteman crew will be single-gender.

AAAE Party

March 9, 1985
8:00 p.m.
Food, Beer, and Fun

\$2.00 charge at the door
No Business Suits!

Co-op offers student experience

By Ali Saadeh
Avion Staff Reporter

There is an organization on the E-RAU Campus that exists for the purpose of encouraging students to participate in the Cooperative Education (co-op) program.

A chartered organization, the Co-Op Advisory Council consists of enthusiastic and concerned students who simply want to share their valuable and practical experiences with other students.

The Co-Op program is an excellent privilege provided by the Career Center (located upstairs in the U.C.) Benefits can be gained by all students enrolled in any degree program.

In addition, a tremendous amount of personal satisfaction and gratitude is what has motivated a group of students who have already taken a giant flight in their professional careers. As a result of the Co-Op

program, participating students become more marketable with their college degree.

Furthermore, the ultimate to any serious college student is to receive a job offer before graduation; this easily happens through the Co-Op program. In terms of salary, students who have co-opped receive a much higher salary than those students who have not participated in the program.

The Co-Op Advisory Council has already conducted seventeen class presentations in the Com-

puter Science department. This is only one of many promotional activities designed to encourage students that all the benefits and privileges are available for the asking.

The experiences that these past Co-Op students have gained are removable and inspiring. There will be many more class presentations to be given in each degree program.

Students interested in more information are asked to step into the Career Center.

Sigma Tau Delta

National English Honor Society Presents

12 O'Clock High

Starring Gregory Peck

A movie about the U.S. B-17 bomber force over Europe in World War II.

Date: March 7th
 Time: 7:00 p.m.
 Place: Riddle Theater

Everyone Welcome
 Free Admission

ROTC teams perform

By C/Sgt. Greg Cohen

The Air Force ROTC special teams performed last Saturday at Memorial Stadium for the 1985 Special Olympics of Florida. The band played the National Anthem and the Color Guard presented the colors. A silent routine was performed by the Precision Drill Team, followed by a performance from the Rifle Team.

The Navy Needs Your Head In The Clouds.

The Navy needs people in the sky who can think fast. Pilots to fly the world's most sophisticated aircraft and flight officers to control the complicated weapons and navigation systems onboard. Both jobs require advanced training. And both jobs reward you with the kind of management responsibility and leadership authority it takes to make your career take off.

To qualify, you must have a BA or BS, be no more than 28, be able to pass aptitude and physical examinations, qualify for security clearance and be a U.S. citizen.

Your base pay is above \$30,000 after only four years. On top of that, you'll receive an outstanding benefits package: 30 days' paid vacation earned each year, medical and dental care, low-cost life insurance, and tax-free allowances.

If you've got a good head on your shoulders and high hopes for the future, find out more about becoming a member of the Naval Aviation Team.

For more information, contact:

BILLY W. CHAMBERS
 Navy Recruiter, Officer Programs
 U.S. Navy Recruiting Station
 1341 Breville Rd., Suite 9
 Daytona Beach, FL 32219
 (904) 788-7582

Navy Officers Get Responsibility Fast.

ΣΦΔ

By Steve Taylor,
SPD Historian

Once again, many are raving about the great time they had at one of our parties. The party, which culminated the very successful events of Engineer's Week, was a joint effort by Sigma Phi Delta and AIAA. Highlights of the evening included a recognition plaque for Dr. Curtis, the support of the Engineering faculty, dancing until morning, audio via brother Yenice's sound equipment, and some deadhead puns. Many thanks to all who attended.

In the athletic dept., the SPD Hazards are having a most successful season. Some of the team members, who are not members of Sigma Phi Delta, voiced a request to be recognized. So here it is.

Our pitcher, delivering with all the magic he can muster, is Ran-

Sigma Phi Delta

dy Fiorenza. At third is the man with the pocket rocket arm, Dean Ramalis. At second we have the Golden Boy Steve Pawlik, and at first is John Field. Now that you're famous, Dean, let's deliver. With the playoffs coming up soon, the Hazards will be looking to finish off the season well. Our current record is 4-1-0. Let's keep it up Hazards.

For professionals, we have many projects going on including: the wind tunnel, manometer bank, and a possible tour of G.E. Help is never refused just talk to Mehmet.

The biannual Hot Tub Extravaganza will be held at Dr. Phelps' house on April 5, starting ground 1:00 p.m. Plan on being there as this is going to be a killer party. We're still hopeful of an end-of-trip party at the President's mansion. March is still open, give all suggestions to Tony Williams.

L5

By Jim Banke
L-5 Vice-President

March is upon us in full swing! Last week's meeting was by far the most productive and interesting to date. And it's going to get even busier and better.

During last week's meeting, we discussed the presence of Senator Garn on the next flight of Challenger. (This discussion took place before the cancellation of 51-E.) Just over 30 people attended the meeting, and after some discussion, we separated into three groups: those that agree, those that disagree, and those that were too lazy to get up and go to one side of the room or had no opinion. A half dozen remained seated, three strongly disagreed, and the rest agreed.

The majority opinion was that Senator Garn's flight would ultimately prove beneficial for the space program in the long run. Those that opposed Garn's flight commented that they too wanted a solid future for the space program (to believe otherwise would be most un-L-5-like) but that this was not the best way to attain that goal. Of course, what ever you believe, Jake Garn is going up, and it is L-5's wish that he be properly inspired.

Unfortunately, mission 51-E was cancelled this week so the twenty-five members who had signed up to go down and watch the launch up close will not be able to do so. Welcome to the space age!

Our remaining March events follow:

Tonight-7:00 p.m. in room

Aerospace Society

W-306 as an informal meeting to watch NASA videos and discuss the military in space.

Wednesday, March 13-7:00 p.m. in room W-306—a regular meeting with sign up for the next launch (Discovery), KSC Trip 2., and the model rocket contest.

Sunday, March 17-8:30 a.m.—We leave for another trip to the Kennedy Space Center. This time we are going to go on the Blue Tour which visits Cape Canaveral and the launch sites of Projects Mercury and Gemini. Unmanned launches still take place there, and we may see an Atlas-Centaur on its launch pad. Cost will be determined by the number of participants.

Tuesday, March 19 (Very subject to change). We will take another group down for the next launch of Discovery. Don't miss the March 13 meeting for your chance to sign up for the launch.

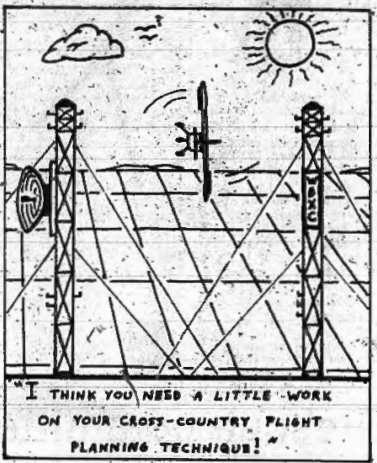
Saturday, March 23-Model rocket contest open to the entire student body. Three competitions in 'A', 'B', and 'C' class engines. With the contest we will have a cook out/picnic for all L-5 members in the late afternoon.

Scheduled for sometime the week of March 17 will be a showing of *An American Adventure: The Rocket Pilots*. It will take place at 7:00 p.m. in Riddle Theatre and is co-sponsored by the Space Technology Department of the Avion.

Coming in April will be another opportunity to purchase Impact Florida Laser prints. Just in time to take some home for your friends and relatives. (One gentleman bought all of this year's Christmas presents in one stop at the last laser print sale).

Airmet Charlie

By Buck Wyndham



BOW

Brothers of the Wind

By Patrick James
BOW Correspondent

In celebration of Black History Month, February, the Brothers of the Wind organization was privileged to have some very informed and intellectually stimulating speakers. The speakers captivated the audience's attention with their knowledge of current and past issues of our economic and political system.

Dr. Phears gave a very enlightening speech on the

history of blacks in aviation and their contributions to our past war efforts. Dr. Williams D. Phears is a retired Airforce Lt. Col. He is president of the General Daniel "Chappie" James Jr. chapter, Tuskegee Airmen. He received his commission after completing the aircraft maintenance course at Yale University. He was an engineering officer for the first 47th bomber squadron and he was public works commissioner of Long Island N.Y. for ten years. He also owned a real estate brokerage business. Dr. Phears served as a consulting engineer and has done volunteer work in Africa and the Caribbean Islands. He is a civil engineer with a Masters in Management Engineering and Ph.D. in Environmental Engineering.

Also on hand was Evert Simmons who is currently serving on the board of directors for the Volusia County Bar Association. Mrs. Simmons earned her undergraduate degree at Florida Southern College. She later went on to obtain her law degree at Mercer University. Mrs. Simmons was truly an asset in providing the depth for a well balanced array of speakers.

Eddie Hadden, another speaker, is a dynamic individual in every sense of the word. He was yet another prominent speaker that was featured at the annual Black History presentation. When Mr. Hadden spoke he enthralled every member of the audience with his knowledge, awareness and his ability to see the entire picture.

He worked his way through the university of Texas at El Paso receiving a B.A. degree in Journalism. He served as a pilot in the U.S. Navy during the Vietnam era and holds the rank of Field Commander in the Naval reserves. He was formerly vice president of a Madison Avenue advertising firm and has operated his own public relations business. Mr. Hadden completed the law school of Hofstra University in Hempstead N.Y. while working full time as a pilot for Eastern Airlines. He maintained his law practice in Englewood N.J. while an airline pilot and an official of the airline association.

The message sent to the students was one of your concern for the changing economic times. However, it was emphasized that one should not complain about the changes taking place, but rather be a forceful positive factor in it.

It was further suggested that political power is in fact no different from economic. One way of obtaining economic power is by registering one's dollar vote in the market place and, if done col-

See Clubs, page 5

ROA

Reserve Officers Association

BY: Paul Valente
Public Affairs Officer-ROA

ROA would like to thank everyone who was involved with the Special Olympics for making it a tremendous success.

The Reserve Officer Association wishes to remind everyone of the Food and Clothing Drive which the campus ministry is conducting in cooperation with all campus organizations. Anyone who has any canned food or old clothing is urged to donate. Donations may be taken to the Office of Campus Ministry between 1 p.m. and 5 p.m.

Another activity which ROA will sponsor is the Inter-Service Olympics. This is when members from the various military commissioning programs will meet Airforce, Army, Marine PLC, and Naval Aviation club for an athletic day of competition. This event is scheduled for 23 March. More details will be given at the next meeting.

Also, members will be required to pay \$2 in preparation for the upcoming awards banquet. The next meeting will be held on 19 March at 2000 hours (8 p.m.) in the Air Force Detachment.

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CFC

By Dawn Keith
CFC Writer

Dear Christians, do you believe that flight students should be made to fly on Sundays?

No, I don't. I personally asked my instructor not to schedule me on days that conflict with my worship time, Saturday evenings. Instructors are usually very cooperative, especially if you fill out your availability card according to your weekly schedule. If you attend church on Sunday, let your instructor know that you are not available during that time.

From a Christian standpoint, God has told us "keeping the Sabbath holy" is something he expects us to do. In the Ten Commandments, it says "And remember that you were a servant in the land of Egypt, and that the Lord your God brought you out from there through a mighty hand and by a stretched out arm; therefore, the Lord your God

Christian Fellowship Club

commanded you to keep the Sabbath Day." (Deuteronomy 5:15).

Christians worship God on Sunday, because it is the day Jesus rose from the dead bringing us out of bondage by forgiving our sins and giving us the gift of eternal life. Sunday has become a tradition for the Christian church because it is symbolic of Jesus' resurrection.

Yes, what God is trying to tell us is to pick a day of the week—any day—and devote it to him regularly. Take that day to remember the greatness of our salvation and worship God as the creator of all things.

In addition, God made us in his image; therefore, if he had to rest after six days of labor, would it make sense that we need a break from our daily routine as well? Jesus said, "Come unto me all you that labor and are heavy laden, and I will give you rest. Take my yoke upon you, and learn of me; for I am meek and lowly in heart; and you shall find rest unto your souls. For my yoke is easy, and my burden light." (Matthew 11:28). God knows that we need physical rest, but he also says we need to unload the pressures, worries, and things that get us down. We don't need to carry burdens around with us all week when God says we can give them all to him.

We, as Americans, are fortunate to live in a society that generally recognizes Sunday as a day of rest. Nevertheless, that privilege may be taken away from us if we do not personally apply it to our lives as God intended. You see, when flight students begin to recognize the importance of worshipping God on a regular basis, then the flight staff will recognize the futility of keeping the flight line open on Sundays.

If you have questions, please submit them to the Christian Fellowship Box in the Student Activities Office. Regular meetings of CFC are held on Saturday evenings at 6:00 p.m. in the CPR room.

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Vet's Club

By Peter D. Kim
Vets Club Writer

Greetings my fellow Aero Nuts. Surprisingly, I am here once again, on behalf of the Vet's Club, to share with you the events within our club. It is surprisingly indeed, considering some of the replies I've received from my club members and some of the other people I've talked to. Actually, the replies were mixed; some really liked it and some really hated it, and those who hated it were definitely not shy about it. Nevertheless, I am still here writing for our club.

Today, for a change of pace, I would like to give you an insight of the people who make up the Vet's Club. When the name "Vet's Club" enters a conversation, most students hastily think of people who are old and apart from the average person, and they also think of obnoxious drunks. Well, for this reason, I would like to answer the question, who is a veteran?

Veterans are individuals who have proudly served their country and are presently rejoining the civilian society. The hard training we faced during our time of service has not left us in a state of unavailability. We are not so young as where we act like fools who drink just to raise hell, and on the same token, we are not the old folks who sing the glories of our past and block out those who are not veterans. We are not perfect by any means and we don't try to be. What we are is people who have a fair idea of what we want in life and are independently our goals with everything we have on the line in the gamble of success.

I am sure we party, but we don't let the partying drive our lives. We party to socialize like the rest of the world. Some guests at our parties say that the Vet's Club is not a club and that is full of guys who drink too much and dwell on the past as they had thought; but indeed, it is full of serious profes-

sionals who know how to relieve stress. I can go on and on, but the saying goes, "a picture is worth a thousand words." So, in light of this I urge you to come to one of our meetings or one of our parties, and see for yourself. Friendly people are always welcome in our club.

Getting off that issue, we go on to the next one. After working hard these past five weeks, we have made a good sum of money. And as a reward for working so hard, we will be having a social get-together (party) some time, and we will tell you when we find out when. This would be a great chance for you to see us, and we hope you like the time.

Well that should be enough for this week. You know what they say, "too much of the good stuff is bad for you." But before I go, I'd like to leave you with the tip of this week. Don't beat on dead horses! Oh, for you ladies, hug a veteran today.

AHP

Alpha Eta Rho

By Emma-Jane McDonald
AHP Scribe

Spring Break is here, and to open off the season, AHP had a pledge-brother game at Ponce Inlet last week. The brothers won with ease ending with a score of 38-7. The winning team said that the pledges played good but not good enough to beat the powerful brothers. The pledges' only touchdown was made by Dave Hultine.

As for other sports, AHP has played a fantastic ball game this season, only having lost one

game. The playoffs are now upon us and with a little effort, AHP is sure to be the top team. Good Luck Guys.

AHP has made a major change in its executive board. With the resignation of Nick Fasano, Tom Starkey will now be the new treasurer. There was also a change in January. Ben Barocas is our new historian. With his keen camera eye, beautiful photographs have been taken of the various fraternity events.

The pledge period is rolling down to a close. Third interviews

will be held on the 8th of March. This will mark the one week countdown until the ritual, March 16, where the pledges will be initiated.

Keep your eyes open these next few weeks for these black and gold jerseys on the beach. Who knows, you might catch a glance of Keith McGovern on his boogie board, Warren Gould on his surfboard, Wally Richter, MaryAnn Claret and Liz Ruiz bathing their bodies or if your lucky, Mitch Williams checking out all the girls. See ya on the Beach!

Army-ROTC

By C/OAPT Max Corneau
AROTC Correspondent

One of the most active branches of the combat arms is the Engineer's Corps. In keeping with the historical theme of the US Army combat arms, this week the engineers shall be examined.

After the Continental Congress approved a standing Army in 1775, General George Washington was so impressed by the Engineer Corps, that one of his first appointed officers was an engineer.

At Breed's Hill, a revolutionary war battle site in Boston, the engineers played an integral role in fortifying positions. During the early battles, strong defensive positions usually meant the difference between success and failure. The first "cadets" at the United States Military Academy at West Point were engineers; for about 60 years, West Point was almost exclusively an engineer's academy.

The combat engineers of to-

day's army are an asset to the forward element fighting troops. More often than not, the combat engineers are the first to enter, and the last to leave the battle scene. Construction of ports, docks, roads, bridges, transport facilities, camps, hospitals, and depots are the main missions of the Army's Corps of Engineers.

The need for combat engineers was fully realized just prior to the start of World War II. Obviously some good decisions were made about the engineers. The stomic

bomb (Manhattan) project was an Army Corps of Engineer accomplishment. Also, the island hopping war in the Pacific was an "engineer's war" in that construction and later destruction of facilities was done by the engineers.

Closer to home, the many bridges which cross Florida's intercoastal waterway system were almost wholly an Army Engineer's project. Also, the

See Army, page 12

Gycle-club

By Chuck Lee
Club Founder

The Riddle Riders are fast becoming the most traveled club here at E-RAU. With our scenic Sunday rides to historic destinations, the club is coming to know Florida as a real native.

On Sunday (2/24) the Riders went to Alexander Springs with a trip distance of 100 miles. At the spring many of the Riders enjoyed a cool dip, while others enjoyed the native toils. Also, a warning to fellow students, don't eat hamburgers from the concession at the springs as they contain

no beef. Rick Fingers also discovered the advantage of chain links.

As welcome as in order to two new Riders, Quinton and Stewart who are in the AMT program.

During the Rider-sponsored safety day, students had a chance to talk to a motorcycle safety expert and see some films. One student, Jennifer Pearson, won a free safety course. It was the 20-hour-long basic course. Long according to Jennifer, she learned a new appreciation for 2 wheeled traffic and had a good time during the course.

With Bike Week here the

Riders will be hard at, play (and school). Members should keep in touch to be sure they have current information on the events the Riders will be participating in. Keep in mind the ride on Sunday (3/10). Anyone who is interested in participating in the Bike parade should meet at 9:00 a.m. in the motorcycle parking lot.

Finally, if there is anyone (Faculty Staff or Students) here at E-RAU who would like to ride with the Riders or desire to know more about motorcycle safety contact Mr. Brown at Ext. 1146 or Rick at box 7059. RIDE SAFELY.

AXA

By Alan Williams
Special Correspondent

This past weekend was both a learning experience as well as a fun time for the members of Lambda Chi. Several of our members formed a delegation that attended the Seaboard Conclave. This Conclave is an educational and social weekend hosted by one of our fellow chapters in Georgia and Florida.

Congratulations go to Matt Maranto for his magnificent Pool Performances. The members who

Lambda Chi Alpha

went thoroughly enjoyed themselves and have brought back many ideas to share with the rest of us.

This week three of our associates are celebrating their birthdays. The fraternity would like to wish all three, Tom Blong, Robert Ricci and Dave Edney a Happy Birthday. On Saturday, the chapter enjoyed a sunny party on the beach. Thanks go to Bob Flynn and the Epsilon Committee who put this on. Lambda Chi has caught the excitement.

AAS

By C/ILT. D. Jon Peck
AAS Correspondent

You think Michael Jackson received a lot awards? Well the Gill Robb Wilson Squadron smashed Jackson's record. At the recent area conclave, the squadron picked up five awards! Also, we held on to area headquarters for another year.

The awards' won included: outstanding large squadron, civic affairs award, publications award, efficiency award and probably most deserving, outstanding squadron commander to our fearless leader Keith Firsching.

Also, one individual, Pablo Melendez, finally was recognized for his hard work and dedication by receiving both the outstanding area squadron member! Good job Paaaab!o!

The final award was given to Captain Ken Snider. This award was the outstanding squadron advisor. The reasons Capt. Snider received the award are many: hardwork, wisdom, advice, but one can't help but think that his wife's cooking was a major contribution!

Recently, AAS challenged ROA in the Ultimate Game. The outcome was, to say the least, victorious. If one can imagine the AAS as the Indians at Little Big Horn, and Sandy Krigel as Custer with his ROA cavalry, one gets the right picture as to the outcome. Special thanks to the Z-Team.

The Gophers, our illustrious softball team, has been on a roll!

Clubs

(continued from page 4)

lectively, political power can be achieved. Furthermore, one should strive to be the best, because there are still more pages in history yet to be written. Melvin Bozier, the president of the Brothers Of The Wind, needs to be commended for a well-attended and well-organized presentation.

Arnold Air Society

We recently defeated "A team" 21-2, and we are now looking forward to meeting our arch rivals, the Faltering Falcons in the playoffs.

Our pledge class is moving right along too. They have been participating in the squadron events by helping out at the conclave. The pledges will be scrubb-

See AAS, page 14

AFROTC

By C/ILT. Robert Lackey
AFROTC Correspondent

One of the new faces at Detachment 157 is Air Force Captain Sandra J. Distretti, who is currently assigned as the Junior class Instructor/Advisor. A native of Walcott Township in Greene County, Arkansas, she comes to E-RAU with a great deal of Air Traffic Control and Management experience. Capt. Distretti has just recently completed her Masters Degree in Business Administration in Aviation at E-RAU.

After graduating from college with a Bachelors Degree in Mathematics, the former "Ms. Distretti" decided to tackle unusual odds by entering the USAF Officer Training School (OTS).

She originally wanted to become a pilot; however, the Air Force was not accepting women pilots at the time. She remained undaunted and set her sights on the "difficult" field of Air Traffic Control after several training tours and becoming ATR rated at Shaw AFB, South Carolina.

2 Lt. Distretti received her first assignment overseas at Osan Air Base in Korea for one year of

"remote" duty. A following tour took her to Lakenheath in England where she described the weather in ATC terms as being "difficult".

Referring to her current assignment at AFROTC Det. 157, Capt. Distretti claims she "Loves it." "A job like this one", she says, "allows me to get to know the individuals and their different personalities. I enjoy teaching the Junior class and feel that ROTC will prepare them better for their careers in the military than OTS might."

She points out that "ROTC allows the cadet to gradually experience the intricate management of the Air Force and to learn from their mistakes now, before active duty". She admits candidly that, "ROTC is not for everyone, but a Detachment of this size gives the public a chance to see that we aren't the bad guys and that we want to work with them".

Capt. Distretti currently lives in Daytona with her husband of 2 1/2 years and is a major proponent of physical fitness. She plans on working with the Arnold Air Society in the near future. Good luck and welcome aboard, Captain.

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Orbital
InclinationsSpace Shuttle:
a little less
than perfect?By Patrick McCarthy
Space Technology Editor

Is NASA pushing the Space Shuttle too far, too fast? Did they promise more than they could deliver?

From the inception of the Shuttle program, NASA officials have been apt to characterize the shuttle as an end-all, the epitome of efficient earth-to-orbit transport. Even the name 'Space Shuttle' attempts to describe the Space Transportation System in the same terms as your local bus line.

"Reliable, courteous service... We deliver," proclaimed the STS-5 crew after successfully deploying two comets in orbit. NASA Public Relations types were quick to pick up on this theme, as it headlined press releases for months afterward.

Sure, the Shuttle 'delivers,' but is it ready to be declared a mature system? It has yet to achieve the operational reliability necessary for airline-like operations.

Much as NASA officials would hate to admit, the Shuttle has not yet matured to the point of schedule dependability. There have been at least four cancelled missions, and I've lost track of the number of times flights have been postponed or re-scheduled.

The point is—NASA needs to stop the 'fully operational space transportation system' declarations. Instead, a more realistic appraisal of shuttle's present capability is in order. They need to concentrate more on continuing to refine the shuttle system into a truly efficient operation.

The Shuttle is the most advanced, most complicated flying machine in the world. Admitting that it needs a little more work before it becomes the 'space airline' would be no crime.

Challenger launch cancellation caused
by faulty satellite encryption software

By Patrick McCarthy

Space Shuttle program managers announced last Friday the cancellation of Mission 51-E due to computer difficulties with one of its payloads.

Late Friday afternoon, NASA engineers discovered two separate problems with the Tracking and Data Relay Satellite (TDRS).

February 27 and 28, TRW engineers were running tests on TDRS-A (the satellite already in orbit) when they discovered timing errors in the spacecraft's system switching sequence. The switching errors would cause drop-out in user communications coverage when a multiple-satellite network was in orbit.

The computer software malfunction would also cause encryption difficulties with the satellite's data transmissions. The data is coded prior to dispatch to an Earth receiver.

As a result, TRW and NASA engineers now plan to study possible modifications to TDRS-B and subsequent satellites to eliminate the switching problem.

The TDRS-B satellite also had a problem with one cell of its flight battery last week. TRW technicians were flown from their Redondo Beach, California plant to KSC to re-wire the 24-cell battery, bypassing the faulty cell. The work was very tedious, as the battery's location in the satellite prevented more than one technician from working on it at a time.

Plans had called for removal of the TDRS from the payload bay

to the payload changeout room for the battery work to be performed, but the tight launch schedule precluded this. Once the computer problem was identified, the battery malfunction became a moot issue.

Orbiter Challenger was suffering from various malaises itself prior to the cancellation announcement.

The original launch date of February 20 was postponed twice to allow for completion of thermal tile re-bonding work. The reattachment of several hundred slip-on heat protection tiles began after Challenger's October, 1984 flight. When Challenger returned from that flight (41-G) technicians discovered several loose tiles. Subsequent inspection revealed the injection of a waterproofing solution had caused softening of scribed material on the orbiter's metal skin. The scribed provides a

smooth surface to which tiles are attached.

Challenger also suffered from a suspect cryogenic leak on the liquid hydrogen feed line. The 17-inch diameter feed line leads from the External Tank into the belly of the orbiter to provide supercold liquid hydrogen fuel for the main engines during launch.

Unconfirmed reports also stated there was a problem with the liquid oxygen feed line seal as well.

This past weekend, NASA technicians removed the pyrotechnics (explosive charges used to separate the solid rocket boosters and external tank after boost). Hypergolic fuels were drained from the orbiter's Orbital Maneuvering System pods, and the two satellites were demated from Challenger's cargo bay. TDRS and Anik are now in the Payload Changeout Room at

Pad 39A, awaiting a decision on their launch status.

Challenger was rolled back to the Vehicle Assembly Building Tuesday. It will be de-stacked from its external tank and solid rocket boosters and moved to the Orbiter Processing Facility (OPF). There it will be prepared for the Spacelab-3 mission, scheduled for launch April 30.

Shuttle program managers plan to announce a re-manifested schedule late this week.

Plans now call for the Telesat Canada Anik-C1 to be flown on the next mission.

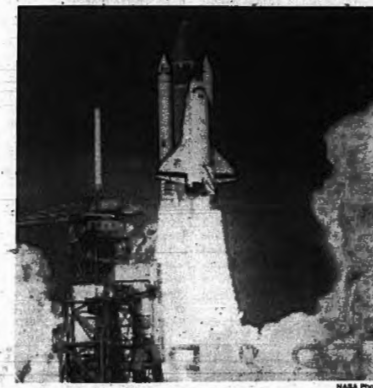
Mission 51-B, originally the Discovery flight set for March 22, will now carry both its originally manifested payload, Syncom IV-3, and the Anik-C1.

The Long Duration Exposure Facility (LDEF) retrieval, scheduled for mission 51-B, will be postponed until a later flight.

LDEF is a large experiment rack which has been in orbit since April 1984, left there by the STS 41-C crew. LDEF is testing the reactions of over 70 materials, biological specimens, and experiments to a long-term exposure to the space environment.

Shuttle program managers plan to announce crew re-assignments later this week. If previous practice is followed, the crew for the cancelled 51-E mission will be re-assigned as a group to another mission. This will prevent repetitive training on aspects with which the crew is already familiar.

The 51-E crew has had an orbiter cancelled out from under it once already. The crew commanded by USAF Col. Karol Bobko was originally scheduled to fly Mission 41-F last August. That mission was subsequently cancelled and the crew re-assigned to 51-E. Now they will be re-assigned again.



NASA Photo

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By Brian Nicklas
Avion Staff Historian

Flight in America 1900-1983 from the *Wrights to the Astronauts* by Roger E. Bilstein (Johns Hopkins University Press, Baltimore), 356 pages, photos, index, notes.

This book is a wonderful single volume on the history of aviation. Although incomplete as an overall history due to its emphasis on American involvement in flight, this does not detract from the book. If this work did encompass all of aviation's past, the book would more than likely be 900 pages, at the minimum. If I can be chauvinistic, this is of no consequence, as most of the noteworthy events happened in the United States.

This is not a 'coffee table'

book, as one can note there is not a preponderance of photos, but a well written historical survey that encompasses American love of flight. Bilstein has divided his chapters into sections, each of these sub-chapters dealing with a specific area of aeronautics. This helps to separate the events as they are listed as military, governmental, civil or developmental; but it can sometimes be confusing as the timelines within the chapters overlap.

Sweeping through all that has happened in the century thus far is a large task, but Bilstein does so in a very readable fashion. The generalized works on aviation previously published normally place much emphasis on military aviation, but Bilstein not only covers the civil market thoroughly,

he covers general aviation in detail. His coverage of the Piper Aircraft takeover in the early 1970's is just one of many interesting points included. Aviation is not the only area covered, as space is included as well. Robert Goddard's work in rocketry is also surveyed, and the aerospace field is mentioned equally up to and including Sally Ride's journey in the space shuttle during STS-7.

One sub-chapter that deserves mention is called 'Folklore, Fantasy, and Artifacts'. This covers the popular songs, poetry and films about aviation and space, and ranges from Antoine de Saint-Exupery to Tom Wolfe. If one were to take a cursory glance at the photos in the book, I'm sure a double-take would result from going from a photo of 'Shy King' and his Cessna 310 to an

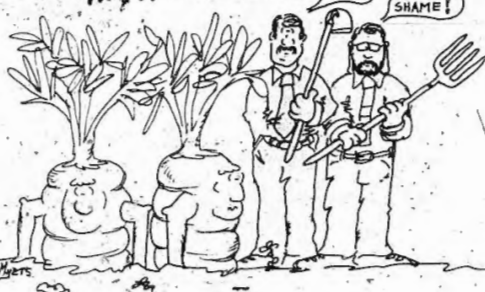
X-wing Fighter from 'Star Wars' chasing Darth Vader.

The notes at the conclusion of the book are not formatted as notes usually are in a scholarly work such as this, but instead of the more dry style, they are listed chapter by chapter, of works used, and with comments on how useful they were in doing Bilstein's research. I have never seen notes done in this way, but I find that it will be helpful in the future.

This book should be on the shelf of anyone who has an interest in aviation's past or future, and if you think your class from your 'History of Aviation' class will do, you're wrong. *Flight in America, 1900-1983* will easily replace that book, and quite a few others as well.

Review copy courtesy of Johns Hopkins University Press.

History of flight in U.S. reviewed

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ROTC

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Tomahawk	\$30/HR
Cherokee 140	\$30/HR
Cessna 172	\$40/HR
Warrior	\$40/HR
Arrow	\$49/HR
Skipper	\$30/HR
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MARCH 9, 1985

258-1779

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Skyhawk

Financial aid offers loans and scholarships for needy students

E-RAU scholarship applications are still being accepted through Friday, March 8. The Scholarship Committee will meet during the Summer term to determine awards for the 1985-86 award year. Students will be notified of results by mail.

The AOPA Air Safety Foundation's McAllister Memorial Scholarship is awarded annually and administered jointly by the AOPA Air Safety Foundation and the University Aviation Association. Two awards in the amount of \$1,000 each will be made to promising young men and women who, without assistance, would find it difficult to obtain a college education. Awards will be made to U.S. Citizens without regard to sex, race, religion, or national origin.

Applicants must meet the following criteria:

- 1) Be of sophomore standing at the time of application.
- 2) Have achieved academic proficiency (GPA) at time of application of 2.5 or better (4.0 scale).
- 3) Be enrolled in a college aviation degree program and plan to continue the following year.
- 4) Be pursuing a curriculum designed for a career in aviation with emphasis on aviation education.
- 5) Submit a 250-word maximum (typed-double spaced) paper on why he/she wishes to pursue a career in aviation.

- 6) Application must be accompanied by official transcript from the applicant's college or university.

Announcement of scholarship awards will be made annually on or about June 1st by the University Aviation Association (UAA) committee after consideration of applications received by the deadline submission date.

Applications are available in the Financial Aid Office.

Completed applications should be sent to Mr. Bruce Hoover, Aviation Education, Oklahoma State University, Stillwater, OK 74078, and must be postmarked no later than March 15, 1985.

Dale R. Erickson Memorial Scholarship

- 1) Amount: \$300 to be awarded to one student.
- 2) Application must be postmarked no later than March 31, 1985.
- 3) Applicant must be of Junior standing at the time the application is submitted.
- 4) Academic Proficiency (GPA 2.5 or better at the time of application, on a 4.0 scale).
- 5) Must demonstrate an interest in aviation marketing as a career.
- 6) Must be enrolled in college aviation degree program.
- 7) Each applicant will submit a paper (minimum 200 words; maximum 250 words; Typed, Double Spaced) on why they wish to receive a degree in Aviation

(with emphasis on marketing).

- 8) The award will be made without regard to sex, race, religion, or national origin.

Applications are available in the Financial Aid Office and are the same applications for the previous scholarship above.

Mail completed application and paper to: Mr. Bruce Hoover, Chairman, U.A.A. Scholarship Committee, Aviation Education Department, Oklahoma State University, Stillwater, OK 74078.

Business and Professional Women's Foundation

Loan Fund for Women in Engineering Studies is a fund where as loans are given cash, not to women who have been accepted for study in Engineering programs accredited by the Accreditation Board for Engineering and Technology.

This loan fund is available to assist women in Engineering during their last two years of engineering studies. Loans are made for tuition, fees, and related expenses. Total amount to be loaned will not exceed \$10,000. Interest is at 7 percent and repayment begins 12 months after completion of program. Payments are made in five equal installments, one each year for five years. Any amount of prin-

cipal or interest may be prepaid at any time without penalty.

Eligibility Criteria is as follows:

- 1) Study may be full or part-time, but, the applicant must carry at least six semester hours or the equivalent during each semester for which a loan is requested.
- 2) Student must be a U.S. Citizen.
- 3) Student must demonstrate financial need.
- 4) Work experience or academic achievement indicating career motivation and the ability to complete the course of study for which the loan is requested. (see Co-op)

Applicants must submit the following material no later than May 1, 1985:

- 1) Completed application form.
- 2) Statement of student acceptance and schedule of tuition and fees from accredited engineering school.
- 3) Transcripts of all undergraduate and graduate academic records.
- 4) Four references, including an employer and a professor familiar with your technical ability to pursue the course of study for which loan is requested. (Use Recommendation Forms)

BPW Scholarship

BPW offers scholarships for women who are specializing in non-traditional professions. Scholarships are awarded for full or half-time study. They range from \$100 to \$1000 for one year. The average award is between \$400 and \$700. The eligibility requirements are as follows:

- 1) Be a woman 25 years of age or older and a citizen of the United States.
- 2) Be graduating within 24 months from July 1 if applying for the April 15 deadline, or January 1 if applying for the September 15 deadline.
- 3) Be officially accepted into an accredited program.
- 4) Demonstrate financial need.
- 5) Have a definite plan to use the desired training to improve chances for advancements, or to train for a new career field.

Applications are available between the dates of February 1 and April 1, and July 1 and September 15. Applications can be obtained by writing:

Scholarships
Business and Professional Women's Foundation
2012 Massachusetts Avenue, N.W.
Washington, DC 20036

Guaranteed Student Loan Applications


Deadline date for submission of Fall/Spring 85-86 Student Loan Applications is May 15, 85. Please have application in our office by that date to insure ample time for processing.

Florida Tuition Voucher

Deadline for filing for 1985-86 FSAG is April 1, 1985. All applications postmarked after April 1, will be considered as late applications and will not be considered first for grant funds. Florida ACT forms are available in the Financial Aid Office if you have not already filed for financial aid for next academic year (85-86).

Pennsylvania Higher Education Assistance Authority

Deadline for PHEAA Grant for the 1985-86 academic year is May 1, 1985 for all Renewal students. Deadline for non-renewal or initial students is August 1, 1985. If you have not received an application from PHEAA, we have a limited supply of forms in the Financial Aid Office or you can obtain an application by writing to: PHEAA, State Grant/Federal Aid Application, P.O. Box 3157, Harrisburg, PA 17103.



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House of Representatives
Tallahassee, FL.

Rep. S.L. Clements, Jr., Chairman of the House of Representatives Legislative Intern Program, announces that the March 1 deadline for filing applications for the 1985-86 program has been extended to March 15, 1985.

Twenty or more applicants will be selected in April of 1985 by the

Committee and they will serve in Tallahassee as legislative interns from August 16, 1985 to August 15, 1986. Interns are expected to work 24 hours per week and serve as part-time research assistants in House standing committees and leadership offices.

Interns receive a monthly stipend of \$600 and have their class fees paid by the House of Representatives. Off-course work up to 12 hours per semester during their internship. Interns are

expected to attend Florida State University, or they can make arrangements with another state university to continue with graduate studies while living in Tallahassee.

Any person who has a four year college degree, or will be graduating by August 1985 and has or is attending a university in Florida, or is a Florida resident attending an out-of-state university is eligible to apply. There is no restriction as to the field of

study or the age of the applicant. This program has been in effect since 1968 and has been instrumental in helping to advance persons serving as Interns into local, state and federal positions within government.

Brochures and applications can be obtained by contacting the House Legislative Staff Internship Program - Florida House of Representatives 2324 The Capitol Tallahassee, Florida 32301 (904) 488-0710

New deadline for intern program

SGA

STUDENT GOVERNMENT ASSOCIATION

ELECTIONS

THURSDAY, MARCH 14

VOTE

VOTE YOUR CHOICE FOR:

PRESIDENT
VICE-PRESIDENT
CHIEF JUSTICE
REPRESENTATIVES
(10 Positions)

Students Come to the U.C.
Between 9 a.m. and 5 p.m.



IFC cocktail party

Sigma Chi brothers Tom Faulkner (left) and Bill Isakson chat for a moment with Engineering and Aviation Sciences Dean, Luther Reisbig (right) and AMT Associate Chairman Dick Uim (center).

Avion photo by Mark Rosenblatt

Bus fares reduced

Trailways Lines
Dallas, Texas

Trailways Lines, Inc. today announced that no round trip fares will exceed \$98 for persons presenting a college identification card at the time of purchase. Students who are traveling from, and returning to, Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia or West Virginia will pay no more than \$84 for their round trip tickets on Trailways.

In making the announcement Mr. Robert Buschner, vice president of marketing for Trailways, stated "The new Trailways college discount program is designed to attract students to us during the spring semester when a good portion of student travel takes place. The fares are only \$49 way or \$42 each when students buy a round trip ticket. We want to offer students a viable alternative to using their own cars for spring break trips and for travel to and from their homes," Buschner said.

According to Buschner the \$84 round trip fare being offered from eleven southern tier states is in effect through June 15, 1985 for both sale and transportation. The \$98 round trip fare being offered from all other Trailways origin points is good for sale through either April 15, 1985 or April 30, 1985 on transportation through either April 30, 1985 or May 15, 1985, depending on the state. Students are urged to contact their local Trailways terminal or agent for specifics on the new fares.

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Sports Opinion

Hockey in our future

As they face-off up north on ice and skates, the ball is dropped here at ERAU: The Riddle Hockey players run back and forth on the basketball court coming closer and closer to heat stroke. Even as the idle goal-tender scrutinizes his teammates, his facemask drips with sweat. Winter sports are for "winter weather". Obviously, there is no way around the climate.

Well, the hockey season is underway and the playoffs are approaching. The only problem here in Daytona Beach is that we die-hard hockey fans can't stay in touch with the game unless we are fortunate enough to have cable television.

The Recreation Department has the solution, an intramural hockey league. A well organized and officiated league, I might add. The only problem is that floor hockey just isn't as exciting as hockey on skates.

What I would like to do, is to get enough people interested in getting together and renting a roller rink for roller hockey. If interest is strong enough, this could eventually build to ice hockey rent-outs in the new civic center.

Anyone interested should submit his or her name and box number to the Avion Sports Desk.



Person photo by John S. Gentry

"Football? You bet!"

How they stand - Scores & Stats

Hockey

Division 1									
Team	W	L	T	PTS	GF	GA			
Capital	4	0	0	8	28	3			
Knicks	3	0	0	6	12	0			
N.Easters	3	1	0	6	14	3			
Whalers	2	1	0	4	7	4			
Slashers	0	3	0	0	1	23			
1st. Beasts	0	4	0	0	1	21			

Division 2

Team	W	L	T	PTS	GF	GA
AFROTIC	4	0	0	8	18	1
Sigma Chi	3	1	0	6	12	4
Warriors	2	1	0	4	12	3
Tailhookers	1	1	1	3	3	4
Sigma Pi	1	1	1	3	7	7
Delta Chi	0	4	0	0	10	10
69ers	0	4	0	0	1	23

Basketball

Team	W	L	Pts	PA	Pct	Gb
Rockers	2	0	153	96	1000	-
Rebels	2	0	154	1000	-	-
69ers	2	1	254	177	667	1/4
J.A.W.T.	1	1	91	122	500	1
Sigma Chi	0	2	93	159	000	2
Ed Camp	0	2	96	157	000	2

Rockers	80
J.A.W.T.	41
69ers	102
Sigma Chi	50
Rebels	36
Made in Greece	11

By Ellison Elliott
Avion Staff Reporter

In what turned out to be perhaps one of the most spectacular softball games of this season, Spectrum, a young upstart 2nd year team, upset the first place No-Names 13 to 5.

The game got off to a quick start with a couple of excellent defensive plays executed by a strong Spectrum middle. When Spectrum took their turn at the plate, a quick six hits were slammed, as well as three runs.

Spectrum continued to take apart the No-Names, who trailed the entire game, scoring runs miscellaneously. The defense held the No-Names to just four hits over four innings as well as two three-up and three-down innings.

At one point there was a war of words between the two teams as the No-Names began to lose their composure as their perfect record was threatened.

In the top of the sixth the No-Names scored three runs with some well-placed hitting as they started a mediocre come back drive, before Spectrum out fielder Joey Cravatta (game MVP) made a couple of excellent diving catches.

The Spectrum infield, headed by Co-Captain Ricardo Arregoces at third, showed what dreams are made of. Arregoces,

Sunday's Results

Last Monday's Results

AFROTIC	2
Warriors	1
Tailhookers	4
Sigma Chi	1
Knicks	3
1st E. Beasts	0
Capital	12
Slashers	7
Sigma Pi	1
69ers	1

Softball

North Division

Team	W	L	T	Runs	RA	GB
Stry Car	5	0	0	54	28	-
Tailhookers	4	2	0	53	36	-
K. Ransom	3	3	0	72	52	-
Spectrum	3	3	0	67	80	-
D.A.M.M.	2	4	0	67	80	-
Vets Club	1	4	0	18	39	3 1/2

South Division

Team	W	L	T	Runs	RA	GB
Falcons	6	0	0	48	23	-
Gophers	5	2	0	60	25	1 1/2
Black Sheep	4	2	0	50	44	2
Destructives	2	4	0	45	69	4
Barley Boys	2	4	0	53	50	-
Butt Kickers	0	6	0	47	106	5

West Division

Team	W	L	T	Runs	RA	GB
Outlaws	5	0	1	35	20	-
Busch Boys	5	1	1	30	23	-
Flight Tech	3	3	0	49	48	2 1/2
7777777	1	5	0	40	68	4 1/2

East Division

Team	W	L	T	Runs	RA	GB
Front Row	4	2	0	35	41	-
Regulators	4	2	0	18	25	-

Central Division

Team	W	L	T	Runs	RA	GB
No Names	5	1	0	82	46	-
SPD Hazers	4	2	0	72	44	1
Sida Impact	4	2	0	72	34	1

Regional Division

Team	W	L	T	Runs	RA	GB
Sigma Chi	3	0	0	37	13	-
A.H.P.	4	1	0	55	27	1
Hit Men	4	2	0	28	38	1 1/2
Sigma Pi	2	2	0	31	39	2

Sunday's Results

Sigma Chi	19
Destructives	0
Falcons	9
Wreckers	8
SPD Hazers	23
Butt Kickers	8
Outlaws	16
D.A.M.M.	5
A.H.P.	12
Black Sheep	9
Flight Tech	6
Sigma Pi	8
Busch Boys	1
Vets	10
Tailhookers	W
Mutants	F
No Names	6
Spectrum	11
Regulators	W
22nd Club	F
Kings Ransom	12
Sudden Impact	17
Hit Men	W
Cosa Nostra	F

Barley Boys

Front Row	21
Gophers	6
7777777	15
	5

THIS WEEK'S SCHEDULE

10:00				12:00				2:00			
SPD Hazers	vs	Busch Boys [8]		Destructives	vs	D.A.M.M. [8]		Falcons	vs	Sddn Impact [8]	
Outlaws	vs	Sigma Pi [5]		No Names	vs	Black Sheep [5]		Kings Ransom	vs	Butt Kickers [5]	
Tailhookers	vs	Sigma Chi [6]		Vets	vs	Flight Tech [6]		Winners 1:00	[6, S] at [6]		
Hit Men	vs	A.H.P. [5]		Front Row	vs	7777777 [5]		Losing 1:00	[6, S] at [5]		
11:00				1:00				3:00			
Losing 10:00	[8, S] at [8]			Winners 12:00	[8, S] at [8]			Winner [8] 2:00	vs	Sigma Cats	
Losing 10:00	[5, 6] at [5]			Winners 12:00	[5, 6] at [5]			Losing [8] 2:00	vs	Winners [5] 12:00	
Winners 10:00	[5, 6] at [6]			Gophers	vs	Regulators [6]		*Leave early due to			
Winners 10:00	[8, S] at [5]			Spectrum	vs	Barley Boys [5]		traffic!			

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Preventing crime in Daytona with tips from police

By Trudi J. Tiffany
Housing Coordinator

Here are a few helpful hints to promote safety and crime prevention at your dwelling:

- Strong locks are the single best deterrent to break-ins. Double cylinder dead bolts are recommended. Lock your doors when you are away, even for a moment. Also, lock your doors during naps and before retiring for the night.
- Use a dowel to lock a sliding glass door or window.
- Immediately report lost keys or

faulty locks to your landlord.

The Daytona Beach Police Department has engraving tools that can be borrowed to etch your valuables with your driver's license number. Marked property deters theft and is hard to fence; furthermore, it enables the police to identify perpetrators in possession of such marked property and to return the engraved property to the rightful owner. This service is provided free of charge, contact the police department at 253-1431, for further information.

Keep an inventory of your valuable possessions, listing model numbers and descriptions, serial numbers, date and place of purchase and purchase price. Keep sales receipts with the inventory. Put a copy of the inventory in a safe place and give a photocopy to your parents or a relative. Such an inventory makes it easy to identify stolen property and is very useful in completing insurance claims.

- Avoid keeping large sums of money or expensive valuables in your room.

- Do not leave keys under door-mat, over the doorknob, under flower pots, or in other obvious places.

- Don't put your address on your key ring; duplicates can be used at a later date.

- Women are encouraged to list only their initials and surname in the telephone directory and on their mailbox.

- Don't furnish personal information by telephone to a stranger.

- Use the peephole if you have one. Never open doors to unknown callers.

- Never leave notes indicating that you are away.

- Keep a few lights burning and a radio playing while you are away; or better yet, use a timer to turn the lights and radio on and off.

- If you are going away for more than a couple of days, stop all regular deliveries (newspaper, mail, etc.). Notify neighbors that you will be away.

- If you return and find a window broken or a door ajar, DO NOT ENTER. Call the police immediately.

- Notify the police immediately of

any suspicious behavior or circumstances in your area of residence.

- Have emergency telephone numbers close to all phones.

FIRE SAFETY...

- Don't overload electrical outlets, or extension cords.

- Never smoke in bed.

- When cooking with oil, use caution and don't leave the kitchen. An electric range on "high" may ignite cooking oil. Use salt or a pan lid to smother a grease fire.

Management club to become non-profit organization

By Arnold B. Lenora
President, Management Club

The Management Club held its second dinner meeting for the trimester on Friday, February 22, 1985. The guest speaker was Mr. Ted Treu, who is Western Division Director of sales for Hawaiian Airlines. During the day, Mr. Treu got a tour of the university campus and spoke in all of Mr. Moxley's airline management classes that day.

The dinner meeting was held for the first time at Indigo Lakes Banquet Center.

The Management Club is finally becoming a non-profit Florida corporation. The articles of incorporation were sent last week to the Secretary of State in Tallahassee. Mr. Ralph Kimbrough, CPA and accounting instructor, is working on the club's tax exempt number. The board of directors shall consist of twelve directors. The president of the

club will act as chairman of the board; Mr. Rahdy Knabe, who presently is the faculty advisor, will act as vice-chairman of the board.

Other directors are Mr. Rodney Croson, Management Consultant and E-RAU graduate faculty; Dr. Ernest Cook, M.D.; Mr. Lawrence Kelly, Mayor of the City of Daytona Beach; Mr. Rick Karl, Corporate Attorney; Mr. William Chamberlain, CPA and accounting professor; Mr.

H.C. Coleman, Sun Bank of Volusia County; Mr. Bill Darby, Hawaiian Tropic; Mr. Robert Berry, Inn at Indigo Lakes/CTD Corporation; and Mr. William Findieus, past president of the Management Club. The club looks forward to the input of the board of directors to assist in attaining the goals and objectives of the club and its members.

The club would like to welcome Mr. Pekka Somerto, V.P. International Business, and Mr. Ed Haloulos, V.P. Society for Advancement of Management. The Management Club is giving a tour of The Piper

facilities at Lakeland on Saturday, March 9, 1985. For further details on this trip, please contact the club or keep an eye on the Management Club's bulletin board in the U.C. everybody is welcome to join the members of the club in touring the Piper facilities in Lakeland.

Also, the club has received the following reprinted articles, which are free to everyone by just contacting the club: How to write a business letter; How to improve your vocabulary; How to read faster; How to write clearly; How to write with style; How to use a

vocabulary; How to enjoy the classics; How to read an annual report; How to make a speech; How to write a resume; How to enjoy poetry; How to spell; How to punctuate; and how to encourage your child to read.

All these reprints were sent free of charge to the club by International Paper Company. International Paper has an on-going program to help the general public read better, write better, and communicate better. Again, these series of reprints are available to the whole student body, and faculty and staff by just writing to the club.



Glider (continued from page 1)

In the Junior division of the paper glider toss, Amol Gupta seized first place with an 18-foot toss, followed closely by Patricia Cagle with her 16-foot throw. Third place went to Patrick Espinosa. In the Senior division, Phil DeLange clutched first place at 33 feet. Second-place went to Alan Sinclair with 30 feet, and

Harold Millan took third with a 24-foot toss.

Also on Saturday, the Static Model contest took place. There was an open division with an aircraft and helicopter category, and an elementary division with an aircraft and aerospace category. The models ranged from The Red Barron's Fokker

"tripe" to an F-15.

The judging was based on four categories, and each was worth 25 points. The judges gave points for detail, workmanship, alignment, and the finish of the model.

In the open-division aircraft category, Herbert Seater was

See Contest, page 11

Reagan wants less loans

College Press Service
Washington, D.C.

Banking leaders are scurrying to head off an obscure provision of the Reagan administration's package of proposed student financial aid cuts that they say threatens to kill the whole student loan program.

The administration wants to cut the amount of money Washington pays banks when they make student loans.

The loans, of course, carry interest rates lower than the bank could get if it used the money for standard commercial loans. To encourage banks to loan the money to students instead, the government pays banks the difference between regular interest rates and student loan interest rates.

The administration wants to cut payments to banks by \$150 million next year. It argues banks can still make a reasonable profit

on student loans.

Not so, say the bankers.

"These loans are not higher profit loans as it is now," says Joe Belew, government relations director for the Consumer Banks Association (CBA).

"If this reduction goes through, it would virtually kill the entire government-guaranteed student loan program," he says.

"The program would not be workable or attractive for bankers anymore," adds Floyd Stoner of the American Bankers Association.

Although bankers as a rule have considerable success defending their turf in Congress, banking leaders note this is the first time they've had to fight the Reagan administration over student loans.

One key higher education official agrees the threat to the loan program is real. "I'm satisfied this should be taken seriously,"

says Jean Frolicher, who represents state higher education loan agencies.

"I asked a group of bankers what they thought of the lower reimbursement," Frolicher says, "and they laughed," she adds.

But the bankers worry the cut may prove politically attractive.

At issue is the "special allowance" banks receive from the federal government to make up for the difference between the low interest rates on Guaranteed Student Loans (currently eight percent) and the interest rates banks would be able to earn loaning the money to the private sector.

The government computes the subsidy by adding 3.5 percent to the interest rate on 90-day treasury bills, and subtracting the interest rate the student pays.

The administration wants to reduce it to 1.5 percent on top of the interest rate for 90-day treasury bills while the student is in college, and three percent thereafter.

Bankers say it would wipe out banks' profit on student loans.

Instead, the bankers want to give students eligible for college loans an open line of credit they could tap to meet college expenses.

Students, the government and banks would save the time and expense involved in renewing loans each year, they argue.

Under the proposal, students simply would certify each year their financial situation had not changed since the previous year.

The bankers are also proposing that students and their colleges jointly cast the loan checks.

"That would eliminate the political repercussions of the anecdotal stories of students using their loans to buy cars and the like," says Carl Modecki, the CBA's president.

Moreover, the banks want to issue loan money in two installments during the academic year, instead of one lump sum at the beginning.

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Pioneers honored with stamp

Phoenix, Arizona
Aviation pioneers Elmer and Lawrence Sperry were honored today in formal ceremonies on Long Island, N.Y., as the U.S. Postal Service issued a stamp commemorating the 'Sperry's' contributions to flight.
The 39-cent, first-class international air mail stamp was designed by Howard Kadow of East Norwich, N.Y. It bears portraits of the Sperry's in the foreground with an historic biplane in the background.
The first-day covers will be postmarked at the Cradle of Aviation Museum at Mitchel Field, the site of many aviation "firsts."
Born in 1860, Elmer Sperry was a nationally known inventor by the time he founded the Sperry Gyroscope Company, at Brooklyn, N.Y., in April 1918, to

research practical uses for a device that, up until that time, had been little more than a child's toy — the gyroscope.
Lawrence Sperry joined his father in the business as both an inventor in his own right and as test pilot.
In 1911 Sperry introduced the first shipboard gyrocompass, designed to replace the magnetic compass which gave unreliable readings on the Navy's all-metal ships. From those beginnings, first true flight-instruments and such other "firsts" as the aircraft autopilot, turn indicator, turn and bank indicator, artificial horizon, retractable landing gear, and American-designed parachute.
These early Sperry developments made possible the first instruments-only "blind" flight by Jimmy Doolittle in 1929, and established a foundation for

today's sophisticated flight instruments, guidance and control systems and airborne computers.
Today, the company that bears the Sperry name has grown into Sperry Corporation, a worldwide leader in the development and manufacture of high-technology systems. In addition to remaining an industry, Sperry is a leading manufacturer of computers and other electronic systems for the government, business and industry.
Based in Phoenix, Sperry's Aerospace and Marine Group is the "Sperry organization which can most directly trace its heritage to the aeronautical pioneering traditions of the Sperry family. The five divisions of Aerospace and Marine Group cooperate, design and produce sophisticated electronic systems for use aboard aircraft, spacecraft, and ships.



Honorary stamp
The U.S. Postal Service recently honored aviation pioneers Elmer and Lawrence Sperry with a commemorative air mail stamp.

Frat suspended for selling smut

Gainesville, FL
University of Florida officials have suspended a fraternity and are likely to probe all the fraternities.
Contest (continued from page 10)
awarded first place with his model of a SR-71. Alan Sinclair was presented second place with his F-15. Third place went to Brian Nicklas with a Bf-109E-3 R4. In the helicopter category, Juan Carlos Porcella won first place with his Hughes 500.
The B-52 built by Sean Weavil won first place in the elementary division. Sean also won the

campus "little sister" programs on display after one house started selling a raunchy handbook to students.
The handbook names certain female students, and recommends a category with his Space Shuttle model.
A door prize drawing was also held. Bert Senter won a \$10.00 gift certificate to Ace Hobbies. A \$20.00 gift certificate went to Joachim Schmupp Funnig, who had had luck earlier when his favored delta wing glider broke on his final throw.
The Award ceremony brought Embury-Riddle's successful Engineer's Week to a close.

meets how many beers it takes to persuade them to engage in sexual intercourse.
The booklet also calls some students "saw niggers and pointy heads," and makes antisemitic references to others.
In a prepared statement, the fraternity president said the handbook is not an official publication of and is not condoned by the fraternity.
The hand book is "in poor taste," says Thomas Beyer of the national Beta Theta Pi organization.
The fraternity says the book was intended as a joke, but university administrators aren't amused.

Budget (continued from page 1)
decline as a result of such cuts. So it is fair to assume that it is an increase in tuition would be necessary to off set operating expenses.
The repercussions of such actions will not only be felt in the learning institutions, but will extend as far as the military and other aspects of the economy. One of the major sources of in-

come for most universities are the annual and biannual military appropriations.
This is the time, when we are emphasizing education, to start cutting back on the assistance that some of us need. A better way to save the taxpayers money, would be to improve collections on student loans. It is my understanding of economics that

if benefits exceed costs it would be uneconomical or wasteful not to spend on that government program. Economy in government does not necessarily mean the minimization of public spending; rather, it means allocating resources between the private and public sectors until none of benefits can be realized from additional reallocations.

Research (continued from page 1)

by the students with the equipment gives them an edge in the competitive technical job market.
Carey Moulton, a Fall 1984 Aeronautical Engineering graduate, designed and produced the lab's acoustical instrumentation package with the guidance of Prof. Patrick. Moulton used this package along with other laboratory instruments to conduct and complete the first Acoustical Research Project in the Spring of 1984.
Moulton ran a taxi test in which he measured and analyzed various acoustical parameters. The results obtained by the experiment were presented by Moulton at the April, 1984, A.I.A.A. Student Conference in Orlando.
Moulton also worked with Scott Latham in the Fall of 1984

on an interior Noise Flight Test. Upon Moulton's graduation, Hein Floden, another Aeronautical Engineering student, was selected by Prof. Patrick to continue the research. The neophyte experimental engineers, along with Prof. Patrick, rented a Cessna 172 off campus in which they conducted the series of test. The results of this project are presently scheduled to be presented by Latham and Floden at this year's AIAA Student Conference in Atlanta.
Two other acoustics research projects are also being conducted this trimester. John Yakubowsky and John Armstrong are researching the effects of noise and vibration on Human Fatigue. Yakubowsky and Armstrong are currently preparing to present a proposal at this year's AIAA student convention. The Proposal

will later be presented by Prof. Patrick to the Naval Air Systems Command in Washington, D.C. The Proposal mainly deals with the extension of anti-submarine warfare search mission duration time.
The second project is concerned with the structure-borne contribution, associated with engine vibration, to interior noise of utility type aircraft. This project is scheduled to be completed in the Fall of 1985.
The Acoustics lab is just beginning to take root. Prof. Patrick plans to expand the lab's analysis capabilities in the future by adding a sound intensity probe and various other acoustically related instruments. Prof. Patrick also added that he will be offering an acoustics course in the Fall, and he encourages all interested students to sign up.

Go Around #7: General Education and Views

By Roger Osterholm, Ph.D.
Associate Professor of the Humanities
Being able to tell the various Greek orders of columns apart is an interesting ability, and it is easy.
The columns have a few parts: the base, the shaft, and the capital (or head). The styles reflect progressive Greek tastes and conditions.
The oldest style is the Doric Order and is synonymous with the Archaic Period of ancient Greece, from about 800 B.C. to about 480 B.C. The columns for temples of this period have no base at all, but sit squarely on the floor or the top step. The shaft is fluted or grooved and tapers down as it thrusts upward to a capital that is a kind of inverted bell or a large cup or dish below a squared-off "abacus" that is connected to the "entablature" (the top of the building). It is named after the Dorian Greeks.
The next style is the Ionic Order, which became current during the Classical Age (480 to 336 B.C.), the age of Socrates and Plato and Sophocles and Euripides. It has a complex and bulbous base of horizontal lines, then a fluted or grooved shaft, and a capital that resembles a scroll, actually a double scroll with a narrow "abacus" (or piece between the capital and the entablature). It is lighter and more graceful than the Doric Order.
The third order is the Corinthian. It is synonymous with the Hellenistic Period, from 336 B.C. to 100 B.C., but also characterizes the later

Roman styles as well. It has a base like the Ionic, and fluted shaft, but a fancy capital of sculpted and curly acanthus leaves over an inverted bell-shaped inner form. This is the order much preferred by later Romans, although they often made smooth shafts. With the Romans, the lower half of the entablature was also arched from column to column, a design called "arched architrave," after the name for that part of the entablature.
If one looks at pictures of the famous Acropolis of Athens, one would notice a small temple dedicated to Athena Nike (goddess of victory) sporting four delicate columns of the Ionic Order at each end of the structure. Behind that, at the gateway, one would notice massive columns of the Doric Order. The famous Parthenon, built from 448 to 432 B.C., stands on the Acropolis with its eight columns of the Doric Order at the front of the structure. The famous Pantheon in Rome, built from A.D. 118 to 125 has Corinthian columns with smooth shafts.
Egyptians and Minoans had heavier forms, placed inside the buildings. In the Middle Ages, the Church tried to imitate a Corinthian style, but the carved capitals are much simpler and smaller.
The Doric is noted for a sense of stability; the Ionic Order for perfection of form and balance; the Corinthian Order for extravagance and realism in the spirit of Hellenism and of the famous statue of the Venus de Milo (Aphrodite of Melos).

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U. of Georgia draws suit

Two Georgia newspapers are suing to make U. Georgia officials release information about the National Collegiate Athletic Association's investigation of several university athletic programs.
State and university spokesmen say U. G. will explain the reasons for the investigation when the NCAA probe is complete.



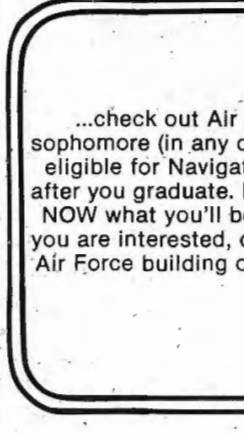
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AIR FORCE ROTC

ΔΧ

By Chris Reilly
Chapter Columnist

As spring break approaches, Delta Chi is getting busier and busier. We welcomed the warm weather with our first annual canoe trip down the WeKiva River. On Saturday February 23, 17 brothers and pledges set out with their beer and bathing suits for a day of fun paddling for nine miles. Several of us experienced the cool water of the river more than once.

Delta Chi

Race Week produced much needed funds for the chapter. With the earned money, the chapter has plans to buy new furnishings for the house. As finances go, the chapter is doing very well.

As the schools up north start letting out for spring break, brother Delta Chi's are always welcomed at the house. Last week, five brothers from the university of Michigan stayed at the house while enjoying Daytona Beach.

Eastern revenues up

Miami, Fla.

Eastern Airlines flew 2.34 billion revenue passenger miles in January, an 8.9 percent increase from the 2.34 billion flown in the same month last year. (A revenue passenger mile is one customer flown one mile.)

Army (continued from page 5)

KSC (Kennedy Space Center) was constructed by Army Engineers. In space, the Army has actively mapped the moon.

Professionally, the Army Engineer attends his officer basic

. The capacity increased 3.8 percent to 4.50 billion available seat miles from 4.38 billion in January 1984. The load factor (percentage of available seats occupied) for the month was 56.5 percent compared with 53.3 percent a year earlier.

course at Ft. Belvoir Virginia. Competent Engineers supervise the design of military construction projects, civil engineering projects, and natural resource and environmental studies.



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Muslim association rewards four students

By Nabli Hamad
Muslim Assoc. Writer

"We have created your nations and tribes, so you can correspond with each other. The best among you are those who are patient."

The Muslim Student Association recently awarded four members for their recognized activities. They are: A. Girini, N. Jaibo, Yahia, and S. Sahli.

More than 200 dollars worth of donations were collected from members for the Famine Relief in Africa. Some volunteered by selling sandwiches.

AWA holds daily meetings off campus at 8 p.m. at 222 Francis Parkman Dr. We also have weekly meetings and dinners on Friday evenings at the same location.

Friday (Jumaa) prayer is held at 1:30 p.m. in the Common Purpose Room



Muslim students gather each Friday afternoon in the University Center for the Jumaa prayer.

Austin airport still open

Frederick, MD

A vote of confidence was cast for aviation when the residents of Austin, Texas recently chose to turn down a plan to close and relocate the city's Robert Mueller Municipal Airport.

Aircraft Owners and Pilots Association added its support to the Austin referendum, maintaining that Mueller airport represents a great economic and transportation value to the citizens of that city.

"Despite misleading

statements and advertising by those who wish to close down the airport for their own purposes, the people of Austin proved, by their votes, that Mueller airport is an important asset that they are not willing to give up," said AOPA Regional Representative Henry L. Newman, whose efforts to keep the airport were crucial to the outcome of the election. "Mueller is a safe, convenient airport whose present location allows general aviation to be of tremendous service to the city of Austin."

Newman's efforts, along with

AOPA's appeal to all pilots in the voting area and hard work by "People To Save Mueller Airport," an Austin-based organization, helped swing the close referendum in favor of keeping the airport at its present location. The final vote was 40,139 against move the airport, 39,391 in favor.

"The pilots of Austin, Texas, owe a debt of gratitude to AOPA for its assistance in helping us defeat at the polls an effort to close Robert Mueller Airport and to build a new airport 15 miles out in the country," said Jack McCray, one of the leaders in the fight to save the airport. "We won by a landslide — that is, 748 votes out of a total of 79,000 but it is a victory just as if we had won all of the votes."

The proposition to move the airport had the support of the mayor, the Austin Chamber of Commerce and a City Council-appointed task force. Only about a quarter of the registered voters in the precincts surrounding the airport went to the polls on election day, even though 35 percent of Austin's eligible voters cast ballots, a record turnout in an Austin election.

"Clearly, the people of Austin recognize the value and benefits of the current Mueller airport," said AOPA's Newman. "Let this be a sign to Austin's city elders as well as to other cities lucky enough to have a close-in municipal airport."

Even though the vote is non-binding, it still is expected to guide any future airport decisions.

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autos for sale

1979 CHEVROLET CAMARO, dark blue, 81,000 miles, graduating in April, \$3000 also, call Kim 788-7878 (MWF before 1:00 or after 6:00, Sa-Su).

76 CHEVY VAN, runs strong, interior good, body good, interior-bed, ref., caplain seats, and more. Engine 350-strict. Perfect Spring Breaker, call Jeff 255-8957 after 7 p.m. \$900 also.

69 CAMARO, has a rebuilt engine and Trans. Has a hand M shift, 55, new tires. Crager SS rims, air induction hood, spoiler, new starter, 650 Holly carb. headers, asking \$1200 also call Ken at 788-0617 or call 1151.

1969 AUSTIN-HEALEY-SPRITE-runs great, convertible is a must for the beach, \$1500 call in evenings 787-2754 ask for Dave.

73 BMW 2002-4 speed, excellent condition, tinted glass, Zwickel Alpine 1000 wiper and CB system asking \$4500 call Michael at 253-2832 or contact Nasser Box 2678.

MAZDA RX-2 1973, street-poised engine, Holley w/aluminum manifold, racing seat, rim and TA tires, radio AM/FM, cassette, electronic ignition, excellent condition call Miguel at 253-1894 at night.

79 DODGEVAN-318 cu. in., 75,000 miles, caplain chair, front down bed, Gullie paint. Graduating. Must sell \$3,100 also call Tom 253-4221 or Box B-115.

BUY A REAL CAR! 1954 BUICK SPECIAL, 2 dr hardtop, black and white. You've seen this car on campus! 41000 original miles. New tires, springs, undercoat, champion look. Very dependable, stands out in a crowd! Easy to find in large parking lots! Asking \$1200 or best offer. E-RAU Box 5823 or call 252-6667 for more info.

1981 RENAULT 5'W, made in France, 5 Speed 32 km/hwy driving, luggage rack, AM/FM stereo, air power steering, radial tires (used both), 34,000 miles. Please call after 5 or before 9pm, 1-427-0062, asking price \$4,650.00, Mrs. Kron.

68 CAMARO, clean interior, real good body, run by needs TLC and new motor. \$750 or best offer. Call Dave at 788-7391 or Box 5977.

cycles for sale

1982 YAMAHA YZ-125 motorcycle, great condition! \$600, 253-4381 or Box 456.

Leonora & Kohlman speak

The only truly Aeronautical University in the world, yet the existence of apathy by its students here at Daytona Beach Campus leaves much to be desired. I don't believe it is totally our fault, to include ourself.

To be accepted as a student of the only, truly fully Aviation Oriented University in the world, was one of the most exciting thing that could ever happen to us. Once we arrive here and past

NASA price hikes "send danger signals"

McDonnell Douglas
St. Louis, Missouri

Further increases in the price shuttle customers pay NASA could jeopardize U.S. participation in the commercialization of space, two McDonnell Douglas Corporation officials told Congress today.

Charles A. Ordahl and James T. Rose, executives responsible for programs which depend heavily on the shuttle, warned the House Committee on Space Science and Applications that a substantial price increase at this time could cause McDonnell Douglas to re-evaluate its level of participation in shuttle-based space commercialization.

"If this increase is approved, it will send danger signals to the financial community and other companies contemplating commercial space investments," said Ordahl, vice president of McDonnell Douglas space programs. Ordahl oversees production of the Payload Assist Module, a commercial launch vehicle which boosts satellites from the bay of the shuttle into higher orbits.

1981 XT 250G YAMAHA ENDURO Bike! I am the second owner, have manual and all receipts. Bike has new chain and sprockets. CDI and ignition coil, can chain just adjusted recently cost me \$300. The bike runs good and only cost \$25 a year to keep on the road. Make me an offer; looking for \$550 but will sell. Comes with helmet. Call Brian 253-4220 or Box 9774.

1982 HONDA CX500 CUSTOM: Only bid, 100 miles, under warranty, shell drive. Includes fairing, luggage box, 7 inch Bell helmet. 2300 also, contact at 252-7481.

KAWASAKI KDX 250, perfect condition, registered for 1984. Maxon brand new, full cage motorcross helmet, brand new Scott goggles, and many other extras go with it too. Must sell urgent! contact Mike Celero Box 7267.

TWINSTAR 1978 185, Parts bike if interested. Contact Pete, Box 1042.

TREK any kind, any size, all first choice, top quality, new tires at below wholesale cost. For the best price in town.

4 UBIROYAL RADIALS-size 195 75R-14 steel belted, excellent shape for only \$150. Contact Chris at Box 5399 or 252-674709.

SUZUKI 1979 GS1000E, low mileage, original owner, new tires and new exhaust pipes. Includes windshield, fairing and speakers. \$1450, 257-5807, ask for David.

HONDA 350 GX, new tires, cruise control, back rest, excellent condition, \$1200 also, will finance, 1/3 down and balance 30 day, 761-3141 or Box 4221.

miscellaneous for sale

3" MAGS with 4 holes for Lugs \$75 Neg., top speed bike needs interest \$40 Neg., Contact Andy at 257-1020 or Box 2475.

5 PC. RUETHER DRUM SET, Ludwig speed king pedal, Paiste and Zildjian cymbals. Excellent condition, \$400 call Jerry at 787-2677.

CLARION 5 ban Graphic Equalizer Booster, Model 100 EQB-4, \$75 call Pete 252-3303 or Box 7796.

EP COMP-1 SLALOM SKI, 66" \$75, contact Tom at Box 6362 or call 258-6457 after 9pm.

TWO MATCHING DRESSERS, good condition, each contains three large drawers, \$30 each or \$50 for the both. Call Dean at 756-3551.

HP57 calculator, 1000 problems and programs included, call Ken 788-9189.

TOKINA 500mm lens, 5mm, old, \$200, Pentax 35mm camera, 135mm, 50mm, old, 236 lenses \$175, will sell together for \$400 also. I will also throw in a tripod (freelock) \$15-212 \$150 (best offer) Contact Tom at Box 6362 or call 258-6457 after 9pm.

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STEEL BUMPER, for small truck, heavy gauge, black steel, from GMC 9-15 pickup, very minor damage, less than one year old, \$40, call 258-7610.

BRAND NEW VETTER, quicksilver fairing. Lists for over \$300 new, bike week special only \$200. Everything included to mount on bike. For info call 253-0465 or drop a note in Box 5310.

ATTENTION LADIES: Do you enjoy riding a classy motorcycle? If so, this is for you! Be the envy of all your friends! Sunday, March 10, 1985, during the Annual Daytona Bike Week Parade, I am looking for a young lady to ride on the back of my sharp looking Emerald Green Harley Davidson FXR. This is a day of fun, excitement, and entertainment. If you are interested call 253-0465 Box 5310.

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FISH TANKS-75 gallons, custom hood and stand, pumps, filters and over \$100 in African Cichlids \$300, also 50-gallon stand, hood, pump, etc. \$125 also 100-gallon setup w/fish \$50. Call 252-4473 between 4 and 7, ask for Guy.

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MCR (Best) TASIBA, like new, a steel at \$225 cash, firm. Sale at this discount for E-RAU students or staff only. Call 253-5466 from 9pm to 10pm, or Box 5106.

DINETTE SET: 5 piece set like new. Includes 4 padded chairs in gold vinyl, large table with formica top and removable leaf, foam-backed tabcloth, ideal for off-campus living. \$50 or best offer takes all. Call Dan or Jerry at 253-9998 after 6pm.

SCHWINN BICYCLE, sprint 10 speed, 20 inch frame, in good condition, asking \$50, call Doug 257-6248 or Box 7935.

REFRIGERATOR, new, 5.3 cubic feet, excellent for a dorm room. Must sell \$150 also, call 257-5807 or Box 4364.

NUUTILUS, membership at Peter Lee's Gym. May be put on hold for vacations. Bargain at \$75. Call Matt 788-0464.

ULTRASPORT 10 speed, only 5 months old, asking \$50, Mike, Box 8080.

3 YR MEMBERSHIP to Peter Lee's Fitness Center, good! 100 lbs. 17. Nuutilus, free weights and aerobics, worth \$550, only \$100 and a \$40 transfer fee. Call 756-1265 after 10:00 pm.

REGENCY DIGITAL FLIGHT SCAN, 16 channel programmable scanner. Must sell. With priority and lock-out capability covers all aircraft channels automobile hook-up with hook-up for optional speaker, battery back up for programmed channels. A must for the serious aviator. Will sell for \$200, nego. Call Steve 253-6772 after 9pm or leave message at Box 2198.

TRUCK BODY PARTS: Left and right fenders and right door. Fit all Chevy/GMC, 1973-1979, pickups. \$20 each Joe 253-5392.

TWIN MATTRESS w/Metal Frame (\$40 or best offer), Bamboo roll-up blinds, painting pots, gas can, sweater bag, garment bag, stacking trays, ladies Schwinn 5-speed bicycle, inner tubes. Contact at 253-9132.

rooms for rent

FEMALE ROOMMATE, needed to share 2nd, 28th, Apt. Great location! Right on the river. Must be responsible. Prof. Professional w/full time job. Call Mary (252-4774).

ATTENTION SUMMER STUDENTS: Available for rent April 15th, 3 bedroom, 2 bath, 2300 sq. ft. home with fireplace. Beachside north of Seabreeze. Perfect for 3-4 students. Nice house, nice neighborhood. Call 253-5167 for more info.

FEMALE ROOMMATE needed, for Summer A and B. Apt. furnished, 1 mile from E-RAU. Must be responsible, neat, and study type. Rent \$165 p.m. Eater and phone \$100. For more info, contact Janice at E-RAU Box 1027 or call after 6pm at 253-3253.

DAYTONA MAINLAND, 1 bedroom furnished apartment available from March 4, 1985. Rent \$200 per month, six month lease. Adults only, one month deposit required. Call 673-1262 after 3p.m. or leave message Box 1156.

ROOMMATE WANTED: female or male to share a furnished 2 bd Apt., central air, pool, 1 full bathroom, will have own bedroom. Split electricity 1/2. Rent \$60-no deposit \$137. Contact Andy at 257-1020 or Box 2745.

miscellaneous

ATARI COMPUTER OWNERS: We need to know how many are interested in forming an Atari Users Group. Write your name, Box no. and system configuration (computer type, tape or disk drive, printer, modem, etc.) and send to E-RAU Box 4351. If you do not have a computer (have another type) but would like to join, please indicate. For more info, call 253-8962, Fred.

HELPI! on Tuesday Feb. 19, a pair of Ray-Ban black sunglasses were taken from the library. These were a Christmas present and mean a lot to me. Please return them or help me get them back. I will work out a reward. Thank you, Tom Box 5338.

TOKINO 500mm LENS, a must for serious outdoor sports photography, will sacrifice for \$290.00, call after 8:00 pm 258-4957 Box 6362.

TWIN MATTRESS w/Metal Frame (\$40 or best offer), Bamboo roll-up blinds, painting pots, gas can, sweater bag, garment bag, stacking trays, ladies Schwinn 5-speed bicycle, inner tubes. Contact at 253-9132.

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Muslim's Koran looks at answers to science, religion

By Ahmed Khattaf
Special to the Avion

Although the Koran, the holy book of the Muslims, was primarily intended as a book of guidance, it has many scientific facts embodied in its pages. On various occasions, the Koran speaks regarding different facts in the scientific spheres of natural science, physiology, astronomy and history. For a book that was revealed 14 hundred years ago, this is a tremendous accomplishment in itself.

What makes the Koran so remarkable is that it was revealed to Mohammed (the last messenger of God). Historical evidence proves that Mohammed never went to school, was never educated, and was far from the centers of learning. Yet, we see that Mohammed not only explained the various verses of the Koran, but also elaborated its practical significance.

The Koran was revealed over a span of 23 years and it is remarkable that it maintains the same style by unifying and harmonizing its themes and expres-

sions. Because of this centralized approach, the Koran manages to address a phenomenal number of issues ranging from social relations, to economics, politics and science in a relatively short span. It is perhaps this very characteristic that lends the Koran its vast authority regarding human existence. As Dr. Maurice Bucaille of the French academy of medicine stated: "It comes as no surprise to learn that religion and science have always been considered to be twin sisters by Islam, and that today, at a time when science has taken such great strides, they still continue to be associated. Furthermore, certain scientific data are used for the better understanding of the Quranic text."

To demonstrate the wide range of issues the Koran addresses, we see what it has to say regarding science.

About the creation of the earth: "Your Lord is Allah (God) who created the heavens and the earth in six days." [7:54]

"God turned to heaven when it was smoke" [41:11]. These refer to the fundamental data concern-

ing the existence of an initial gaseous mass which is unique and whose elements, although at first fused together, subsequently became separated. Also in chapter (21:30) Allah says: "Do not the unbelievers see that the heavens and the earth were joined together, then we clove them asunder?"

This separation process resulted in the formation of multiple worlds, and Allah says: "Praise be to God, the Lord of the worlds" [1:1]. He also says: "And of his signs is the creation of the Heavens and the earth and of what he breathes spread out in the form of animate beings" [XLI:29].

Can this refer to living things in other worlds?

All this is in perfect agreement with modern ideas on the separation that resulted in the formation of galaxies; and then when stars divided planets were born.

Allah also mentioned the recent discovery of bridges of matter, which are present outside the organized astronomical system when he says in the Koran "God is the one, who created the

heavens the earth and what is between them." [25:59]

On Astronomy, the Koran distinguishes between the sun, and the moon. It uses 'light' for the moon, and 'torch' for the sun. This surely agrees with the idea of the moon, being an inert body which only reflects light, and the sun, being a celestial formation in a state of permanent combustion, and a source of light and heat.

Regarding the solar system, the Koran says: "He (Allah) subjected the sun and moon, each one running into a term assigned." Also he says: "God is the one who created the night, the day, the sun, and the moon, each one is travelling in an orbit with its own motion."

This again confirms the modern theories known about the celestial organization and how it is balanced by the position of stars in a defined orbit, and the interplay of gravitational forces related to their mass and speed of movement, each with its own motion.

Regarding the conquest of space and exploration, Allah

says: "O assembly of Jinns and men, if you can penetrate regions of the heavens and the earth, then penetrate them! You will not penetrate them save with our power." [55:35]. Regarding the genesis, the Koran mentioned 14 hundred years ago that humans, animals and plants are created in pairs.

"Glory be to He who created all the pairs of what the earth produces, and of themselves, and of what they know not." [36:36] Also he says: "And send him down water out of the sky and therewith we have brought forth various pairs of plants. (20:53). And chapter (31:3) we read: "Of all fruits Allah placed on the earth two of a pair."

Regarding the modern idea that the origin of life is aquatic, we clearly read in chapter (21:30): "Do not the unbelievers see that the heavens and the earth were joined together, then we clove them asunder and we got every living thing out of the water. Will they then not believe?"

Finally, on the subject of human reproduction, Allah mentioned in the Koran 14 centuries

ago what man only discovered recently with the help of the microscope: in chapter 23:14 Allah (God) says: "We fashioned the thing which clings into a chevered lump of flesh and we fashioned the chevered flesh into bones and we clothed the bone with intact flesh."

This verse corresponds exactly to the appearance of the embryo at a certain stage in its development.

The Koranic Revelation has a history which is different from the moment it was first communicated to man. It was revealed by heart and written down during Mohammed's own lifetime. It is because of this that the Koran does not pose any problem of Authenticity. In all fields of human ideas and society, and for all levels of understanding. The Koran is a miracle. For rhetoricians, and for scientists it is different kinds of knowledge. For this reason the Koran addresses mankind and says: "If you are in doubt about what we have sent down on our servant (Mohammed) then bring a chapter like it." [2:23]

Dr. Pope: Take full advantage of every opportunity

(continued from page 1)

There was great interest in Pope's presentation as many of those attending were in supervisory positions and needed guidance in dealing with their staffs. The role of the "human resources department" has changed dramatically over the last few years as Congress has passed more and more legislation concerning employer/employee relations. Management has had a difficult time keeping up with the ever changing labor situation.

With complicated labor issues such as discrimination, grievance procedures, unions, workers who must be fired, and workers who threaten to sue the company if they are fired affecting just about everyone in attendance, Dr. Pope felt his offering was well received. "I got favorable comments after," he said.

Earlier in the seminar, the keynote speaker, Jack Olcott, spoke, as well as James Burnett of the NTSB. Olcott was good, but "I think because of his reputation as a Presidential appointee, [Burnett] got more publicity than the keynote speaker, and probably his speech was better received than [Olcott's]." A comment Pope heard after Burnett's speech was that it was unusual to see a political appointee know as much about the aviation industry as Burnett does.

On the success of the Institute, Dr. Pope commented, "My view of the entire seminar was that they (the participants) got a lot of good information in a capsule

form...I think people were pretty much pleased with what they were getting. [Many people said] they would send somebody again."

"The participants were very interested in the basics of management...They were pilots who worked their way up the ranks, and once the first thing (eyes, ears, etc.) went, they might not have been prepared for the management experience as they should be."

Dr. Pope felt that this supported the need for Air Science and Air Studies students to take some basic management and business oriented courses to help them fall back on something besides flying. "Embry-Riddle pilots graduate with around 500 hours of time...They are not going to be able to jump out and get a job in the left seat. Even though the participants were all looking for pilots (to work for them), the cut off is 1500 hours. So where are you (the students) going to pick up the hours?"

The problems Dr. Pope saw with the seminar involved the always-short commodity of time. There was never enough time for discussion, and the Institute "was not really designed that way." He suggested that instead of one larger group going from "one lecture to another," everyone should be broken into smaller groups with choices of topics and opportunities for feedback and discussion.

Dr. Pope joined the staff of Embry-Riddle with a variety of experiences already accumulated. The University of Alabama is

where he earned his Bachelor of Arts of English degree. At that time (the late fifties), every able person had something to do with the military. Either you were drafted, or you joined something like ROTC which is what Pope did, beginning a long career with the Army and becoming an officer upon graduation.

For nearly a decade the young officer participated in many programs including flying helicopters. After some time in the military, Pope left the Army to join the FBI as a Special Agent. Three years later, the Army wanted him back and "made me an offer I couldn't refuse."

The offer brought him to Florida State in Tallahassee. An Army sponsored Masters of Arts in Administration then sent him to the University of California at Berkeley after a tour of duty in Viet Nam. As a teacher in uniform at Berkeley in 1972, Dr. Pope claims with tongue-in-cheek that he saw more of a combat zone on campus than his colleagues in the military overseas. Teaching by day, and taking graduate courses by night on the G.I. Bill, Pope became Dr. Pope with a PhD in Policy Planning and Administration.

Following a stint at Fort Lee in Virginia, Dr. Pope joined the faculty at Princeton as an Army ROTC instructor. He also taught English and wound up working with the Princeton freshman football team as linebacker coach.

Retiring from the Army, Dr.

Pope looked around for a teaching position. Receiving several offers from around the country, he chose to come to Embry-Riddle. Why? "The thing that attracted me was Florida and personal reasons (family), but when I got on campus and met some faculty and students, I saw tremendous potential...[it would be] a challenge to meet that potential...the staff and students made me feel comfortable, like

this was an environment I belonged in."

Explaining how his experiences qualify him to teach, Dr. Pope commented on his background: "All of these things, and I don't think people realize this, but if you join the military you cannot be an officer without becoming involved in training and teaching programs. Training in the military, teaching in the classroom, teaching on the foot-

ball field, or managing a business, they all have a lot of similarities."

"[From an academic point of view] there is no difference in motivating some guy who is dead tired to run over the guy in front of him, than to try to motivate a secretary who is underpaid to put in an extra hour off the clock late in the afternoon because of something important."

Flight team narrows selection

By Buck Wyndham
Flight Team Correspondent

The E-RAU Precision Flight Demonstration Team is off to what promises to be its most productive trimester ever. Membership, which opened on January 23 at Club and Organization Day, closed on February 23.

During the four weeks in between, a large number of students submitted applications. The team's Membership Review Board now has their work cut out for them as they process the paperwork from dozens of enthusiastic applicants. Those of you who took the time to go through the initial application process should be congratulated for your initiative. That simple act alone puts you up a notch on others.

Many activities are planned for this spring including: various promotional trips in the southeastern U.S., attendance at several well-known airshows, and visits to local high schools to give

briefings about Embry-Riddle and the field of aviation."

In addition, the team will soon be starting regular practices for next year's National Intercollegiate Flying Association Meet, to be held at and hosted by Middle Tennessee State University. As part of these practices, the team will be researching and

documenting the actual approach and landing performance of the Cessna 172 under different weight and center-of-gravity conditions in an effort to become as knowledgeable as possible about how the beloved "Puddle jumper" may be made to land smoothly on a predetermined point on a runway every time.

Bowen & Geletka speak

Arlen Bowen and Michael Geletka are the most promising candidates for the President/Vice President team in the S.G.A. election. Arlen Bowen and Michael Geletka were both elected into the SGA as Representatives for the 1984-1985 year. During their tenure as Representatives, they have performed above and beyond the call of duty.

Arlen and Michael are the only persons who are experienced to perform the duties of SGA President and Vice President. Their

leadership is above reproach and for the students. The students have no alternative then to Vote for "Leadership That Works."

AAS

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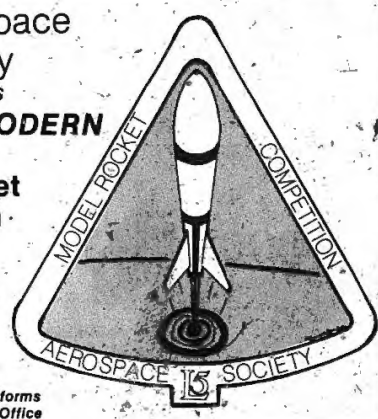
ing the supply room floor in the detachment building. We did decide to give them brushes as their tongues might get a little sore. Their formal interviews will be held on 1 April.

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